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FEBRUARY 2016

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Editorial

Come January, everyone in the industry has one thing on their mind - Auto Expo

There is nothing bigger on the Indian automotive scene than the Auto Expo, which started off as a small domestic show and has become one of the most important shows in Asia. Over the years, there have been a number of world premieres here and lately it is also the global companies which are showing off products and concepts for the first time here in India. This time again there will be a number of world premieres, of production cars as well as concepts and all the big automotive companies will be present at the Expo. For an enthusiast in India the Auto Expo remains the Mecca. To get up close with all the current cars and bikes at one place, get a preview of upcoming models and also get a peek into the future through concepts and understand the technologies that are changing in the automotive world.

From the time I first visited the Expo just over two decades back, what has changed for the public is the time and attention they can devote to the cars. On one hand the success of an auto show depends on the number of people who visit it while on the other if these people are barely able to see the cars, who is happy? Given the constraints of infrastructure available in Delhi NCR, SIAM has to ensure that the people visiting the show are happy with the experience and do not have to spend hours caught in traffic, first on the roads leading up to the venue and then in the crowds inside the venue. A daily cap as well as an hourly cap on the number of visitors might be a good idea till the venue can be shifted back to Pragati Maidan.

We have all the details on the world premieres, concepts, launches and activities taking place at the Expo in this issue. And just in case you miss it, we will have all the post-Expo coverage in our next issue. Till next month, drive and ride safe.



THE SUCCESS OF
AN AUTO SHOW
DEPENDS ON
THE NUMBER OF
PEOPLE WHO VISIT

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Editor

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Car & bike guide

For the most comprehensive price list of all the cars and two-wheelers on sale in the country, head straight to page 171



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Himalayan Adventure

For the Great India Drive that was initiated by Hyundai, we had decided to follow the Himalayan ranges, west to east - from the north of India in Ladakh, across Nepal and through Sikkim to Bhutan. With Nepal taken out of the driving equation, the first leg saw us drive the Hyundai Creta to Delhi. The second leg of our drive takes us to culture-rich lands of the North-East - north Bengal, Sikkim and Bhutan. The drive through the mountains gives us an opportunity to find out how good the 'Perfect SUV' can be when the going gets rough. Here you see the Creta nest to the Punakha Dzong. Find out about the rest of the drive in this issue of the magazine. Cheers! 🍷

PICTURES Pawan Dagia







What should I buy?

MY FATHER has promised me a new bike but of course wants me to make a sensible choice. I'm leaning towards a Pulsar NS200 but he's suggesting a Honda Unicorn 160. I will of course have fuel budgets, for going to college and back, so I'm thinking Unicorn also. What do you think?

Ravi Hajare, Pune

Take a test ride! We couldn't tell you just how important a test ride is. You have a couple more good options in the Honda Hornet (reviewed in our Jan issue) and if you can convince your dad to stretch a little more, the newly launched TVS Apache 200 (reviewed in this issue) is a great machine.

Great going

IT SEEMS that you have quite a few people writing in multiple times and it's heartening to see your replies. I would like to add that I've watched the AUTO TODAY show on the India Today TV Channel and it delivers more of the

same great content. I would like to see more of your videos online.

Paranab Rohan,
Bangalore

Thanks. We enjoy reading your mails, so keep them coming in! Our videos are on our website www.autotodayindia.com as well as on YouTube, search for 'Auto Today'.

Better driver's car than the Alto

I READ the comparison of the small hatchbacks against the new Renault Kwid in your last issue. I have taken the Kwid on a short test drive while I have driven the Alto quite extensively. I have to say, the Alto might feel agile but it also feels a little unsafe and shaky. During my short drive in the Kwid I felt stability was better. I think the Kwid should have been the best driver's car among the Maruti-Suzuki Alto, Hyundai Eon and Tata Nano.

Viraj Shetty, e-mail



Eye-opener

LAST ISSUE there was an article that gave some tips to sitting in the car in the

proper way and aslo in proper seat adjustment. It really helped me as I didn't know keeping the back straight was better than sitting relaxed. I will try it out in my car on my next long distance drive.

Girish George, Karnataka

Rooting for India!

WHY DON'T Indian motorsport drivers or riders get the kind of attention or backing from sponsors that most of their international counterparts get? Take any of the well known names in Indian motorsport and it's the same story. It's only now with CS Santosh reaching the Dakar that some light has been thrown on motocross as a sport. Even then, there are other really talented drivers/riders who miss out.

Manu Bhati, Delhi

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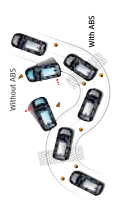
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The new E-class is here

Mercedes has revealed the new generation E-class at Detroit, mounting a fresh assault on the BMW 5-series, Audi A6 and the Jaguar XF

“
INSPIRED BY
THE DESIGN
OF THE
S-CLASS, THE
NEW E-CLASS
DOES LOOK
BRILLIANT
INSIDE OUT

There is little to doubt that the E-class is one of the most important models Mercedes has in its portfolio. So when an all new generation is launched it better be good. So the new E-class comes with a design inspired from the S-class which sets off the tone. The headlamps are all LED units complete with day time running lamps. The coupe like roofline merges beautifully into the rear where the curvy LED tail lamps reside. Overall the new generation model is 43mm longer than the outgoing model. The wheelbase too is larger by almost 65mm.

Inside the new E-class looks classy. There is leather all around and what comes as a surprise is the fact that even the instrument panel is much like the one on the S. So a single unit is installed which helps de-clutter the dash. Entry level cars get an 8.4-inch screen

but a 12.3-inch unit is also available as an optional extra. Mercedes has added touch sensitive buttons on the steering wheel, which respond to horizontal and vertical swipes and can control all functions including sat-nav and audio. Further controls for the infotainment system are provided in the shape of a touchpad with controller in the centre console, which can even recognise handwriting, and the LINGUATRONIC voice control system. There are also direct-access buttons for controlling functions such as the air-conditioning system or – in another first – for convenient activation and deactivation of certain driver assistance systems. The interior lighting makes exclusive use of energy-saving LED technology. The same applies to the enhanced ambient lighting included in the cabin. With 64 colours, it offers a host of personalisation options. Seats too are brand new. The rear bench seat

Mercedes E-Class

Tail lamps too remind one of the S and the C-class. Common design philosophy you see!



in the new E-Class Saloon comes with the option of a three-piece backrest with a 40:20:40 split, making it exceptionally versatile. Integral features of the centre armrest include a stowage box and two pop-out drinks holders. There is also the option of a holder for a tablet for the rear passengers.

The new E-Class will come with a choice of two engines at internationally which includes the E 200 with a four-cylinder petrol engine and the E 220 d with an all-new four-cylinder diesel engine. While the E200 displaces 1,991cc, it offers 184bhp and 300Nm of torque. It takes 7.7 seconds to get to 100kmph from standstill. The diesel on the other hand displaces 1,950cc and churns out 195bhp and 400Nm of torque. It is quicker than the petrol and takes 7.3 seconds to get to 100kmph.


Rahul Ghosh



The interiors of the new E-class look identical to the S-class. This is specially the case when it comes to the dash complete with a single piece display for IP and Nav unit


KUV 100 launched

MAHINDRA HAS launched the new KUV 100 in the lucrative compact SUV segment. Under the hood, the KUV 100 is powered by an all-new mFALCON engine family with options of both a petrol (G80) and a diesel (D75). It is a compact lightweight engine built to deliver spirited performance. The 1.2-litre dual VVT petrol engine makes 82bhp and the 1.2-litre turbocharged diesel makes 77bhp, both developing healthy amounts of low-end torque. It was designed in-

house and engineered at Mahindra's research and development facility, the Mahindra Research Valley at Chennai. The KUV 100 is targeted at the youth and first-time car buyers. Developed as a monocoque SUV, the KUV 100 uses the first ground-up petrol engine offering from Mahindra. It will be available in seven colors, namely Fiery Orange, Flamboyant Red, Dazzling Silver, Aquamarine, Pearl White, Designer Grey and Midnight Black. 



Pawan Goenka, executive director, Mahindra and Mahindra


 **Variants & Price**

KUV 100	Price*
K2	4.45
K4	4.80
K6	5.39
K8	5.94

* All prices in Lakh rupees, ex-showroom Delhi



More apps for AppLink

FORD IS expanding its SYNC connectivity system, adding Apple CarPlay, Android Auto, 4G LTE and several new AppLink apps to its list of features. The technology aims to help millions of consumers stay connected behind the wheel and even when they are away from their cars. Starting this year, owners of SYNC 3-equipped vehicles will have more choice in how they access their smartphones in the car. iPhone users can activate Apple CarPlay, and Android users can activate Android Auto. In addition, new SYNC Connect gives owners the ability to access features like remote start and locate parked vehicles. 



Ford launches its giant SUV in new avatar

FORD HAS launched the new Endeavour SUV in India. The all-new Endeavour comes with premium interior offerings with imposing dimensions from the outside. In terms of engine choices Ford is offering a 3.2-litre five-cylinder diesel with 197bhp and 470Nm of torque. Ford also offers the 2.2-litre four-cylinder diesel with 157bhp and 385Nm of torque. The manual 2.2-litre delivers a fuel economy of 14.12kmpl and 12.62kmpl with the automatic. Priced are Rs 23.63 lakh for the 2.2-litre Trend 2WD, Rs 25.5 lakh for 2.2-litre Trend AWD, Rs 24.4 lakh for 2.2-litre Trend AT, 26.54 lakh for the 3.2-litre Trend AWD AT, Rs 26.14 for the 2.2-litre Titanium 2wd AT variant and go up to Rs 28.15 lakh for the 3.2-litre Titanium AWD (All prices are ex-showroom New Delhi).



Anurag Mehrotra, executive director, marketing, sales & service with Nigel Harris, head of Ford India launched the SUV in Mumbai

AGS-equipped DZire launched

MARUTI-SUZUKI recently announced the updated version of the Swift DZire diesel, which will now finally be available with the convenience of an Auto Gear Shift (AGS) transmission, a first for Maruti-Suzuki. The DZire AGS will deliver mileage of 26.59kmpl, the same as its manual counterpart.



R8 V10 rental available

ECO RENT a Car has introduced the Audi R8 V10 Plus to its fleet of premium cars for self-driving and other fancy purposes. It will be available for rent at Rs 5,000 per hour with Rs 300 extra per km over 10 free km, available on a pick and drop from its Defence Colony location.

Aditya Loomba, MD, ECO Rent a Car poses with the Sepang Matt Blue R8 V10



Mercedes-Benz launches GLE Coupe

AFTER A string of 15 new car launches in 2015, Mercedes-Benz has begun the new year with the launch of the GLE 450 AMG Coupe.


The high performance vehicle comes with a 3.0-litre bi-turbo V6 which produces 367bhp and 520Nm of torque, helping it accelerate to 100kmph from a standstill in 5.7 seconds. All the power is taken care of thanks to 9-speed gearbox which will be divert those horses to all four wheels with the help of Mercedes-Benz's signature 4-Matic all-wheel drive system. While the AMG badge has been plonked at the back, the car is not a full-blown one but is merely AMG-enhanced for sportier intentions.

The exteriors bear distinct resemblance to the new design language penned in recent Mercedes-Benz models. It also gets LEDs across the entire lighting systems, including the DRLs up-front, fibre-optic dual




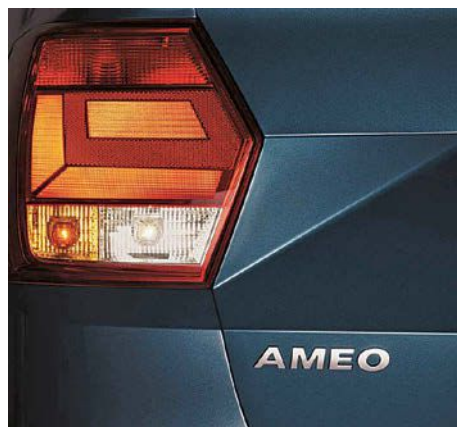
“torch” design at the back and even gets 21-inch AMG alloys. The interior is decked to the neck in typical German luxury, high quality materials, Nappa leather

everywhere and sporty elements strewn through-out. The plethora of safety equipment on the car includes attention assist, adaptive braking, blind spot assist and

lane-keeping assist. The GLE Coupe 450 AMG is priced at Rs. 86.4 lakh (ex-showroom Mumbai). This is the first of 12 new launches for the marque. 

India-specific from VW

VOLKSWAGEN HAS revealed that it will have the world premiere for its new compact sedan, the Ameo at the 13th Delhi Auto Expo. The new vehicle will be a compact version of the Vento sedan and will be specifically designed for buyers in India and manufactured at the Volkswagen plant in Chakan. The German brand has pinned the new vehicle as a game changer for its specific segment. The company has even stressed that the new car will carry forward the brand's philosophy in safety, build quality and driving experience. The company is currently working on getting every aspect of a new model launch ready for the public eye. When launched, the Ameo will be gunning straight for the sub-four metre sedan champions. Namely, the Swift DZire and Hyundai Xcent. The car promises to have typical VW-build which ensures high quality fit and finish. The features on the new compact sedan would match the Polo and Vento. 



Enhanced safety across Alto range



MARUTI-SUZUKI will now be offering both versions of its most popular offering, the Alto 800 and K10 with an option of a driver airbag. The move aims to improve the cars safety credentials and apart from the airbag, Maruti-Suzuki will also be offering the Alto 800 and K10 with a left outside rear-view mirror as an option. 





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3M offers patriotic wraps for India



AS THE country gets ready to celebrate Republic Day, 3M has joined in by offering a tri-colour wrap for any vehicle. The company is offering the patriotic wraps with an installation time for each wrap in the region of three to seven days. Currently 3M car-care centres total 65 stores, spread across Bangalore, Pune, Hyderabad, Chennai, Mumbai, Hyderabad, Cochin, Gurgaon, New Delhi, Nashik, Nagpur, Coimbatore, Chandigarh, Jaipur, Raipur, Kolhapur, Ludhiana, Salem and Mangalore. 🇮🇳

Refreshed Beat launched

GENERAL MOTORS has launched the new Chevrolet Beat hatchback and has updated the hatchback with refreshed interiors, added safety equipment and convenience along with more color options. The prices for the 2016 Beat will start at Rs 4.28 lakh (ex-showroom, New Delhi) and go up to Rs 5.55 lakh (ex-showroom, New Delhi). The new features include remote keyless entry with foldable key, a driver side airbag option in the LT variant, body-colored door handles, silver interior highlights on lower trims and even two new shades of colours. The company has even renamed the top variant of the Beat as LTZ. That same variant even comes with front dual airbags, ABS and electronic brake force distribution as added safety equipment for its occupants. The new additions to their range of colours for the Beat are Pull Me Over Red and Steel Grey. 🇮🇳



Renault-Nissan hits a million

AT A quarter past 12pm on January 8, Renault-Nissan's plant in Oragadam near Chennai reached a production milestone by manufacturing its one millionth vehicle. The landmark car produced by the largest alliance production facility in the world was

the Nissan Micra. The plant is the largest alliance production facility in the world and caters to both domestic and international markets. It is India's second largest car exporter with more than 600,000 units shipped to 106 countries since 2010. 🇮🇳



Christian Mardrus, chairman, Nissan Africa, Middle East & India along with Colin MacDonald, plant managing director, celebrate the milestone

Mercedes and Audi-record sales for 2015

AFTER POSTING record sales for their vehicles in the year 2015, Mercedes-Benz comes out as the leader in sales, in the luxury-car segment. Mercedes-Benz launched a total of 15 new cars last year and managed to sell 13,502 units last year. Losing leadership position from the



year before, Audi has emerged at second place with a total of 11,192 units sold in the year 2015. Even though they came in after Mercedes-Benz, Audi managed to have its best financial year. Surprisingly, global leader BMW comes in at third with just 6,890 cars sold around the country. 🇮🇳

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Audi opens in Thane

SEEING THE growth of Maharashtra as an important business hub, Audi has opened a new showroom in Thane, set to be its seventh in Maharashtra. The new location will be one of the first luxury car showrooms in the area and aims at increasing its presence in this high demand and growth potential region of Maharashtra. Audi Thane is also set to become the biggest Audi workshop in the Mumbai region, with a service capacity of 40 cars a day. 📍



Ileana D'Cruz, Bollywood actor and Joe King, Audi India head inaugurate the Thane showroom

100th NEXA opens



(L-R) Partho Banerjee, GM, Maruti-Suzuki India, T Hashimoto, executive director, marketing & sales, Randhir Singh Kalsi, executive director, marketing & sales and Thomas Cherian, assistant GM, Maruti-Suzuki India

MARUTI-SUZUKI'S premium chain of showrooms, NEXA has reached an important milestone after having been around for just 6 months in the Indian automotive sector. The 100th NEXA outlet has opened its doors to the public and is located in Thane. Maruti-Suzuki now plans to expand the number of NEXA outlets to 250 by next year. The number of relationship managers at NEXA showrooms will also go up from 2,500 to 5,000 people. The company has sold over 45,000 units of the premium S-Cross and Baleno models. 📍

New variant Honda City out

HONDA CARS has introduced a new VX (0) BL grade of Honda City with black leather interiors. The new grade is positioned alongside existing VX (0) grade available in beige leather interiors and is offered with a

manual transmission in both petrol & diesel variants. The new grade also comes with sunroof and navigation features, while safety features like dual-SRS airbags and child anchors comes as standard. 📍



Ashoka spreads safety message



ASHOKA BUILDCON kicked off its Road Safety awareness campaign with a month long endeavour which aims to conduct safety related lectures at over 200 schools, donating alcohol breath analyzers and speed guns to the police department, installing robotic flagmen and other modern traffic diversion devices in order to avoid accidents. The Campaign will be working with local administrative bodies and over 200 schools. 📍



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Bolero,
Sumo Victa,
Scorpio,
Thar, Safari.



Ranger H/T

Innova, Audi Q3, Duster,
Scorpio, Thar, Ecosport,
Fortuner, Pajero Sport,
Land Cruiser.

National road safety encourages the country

THE JOINT efforts by SIAM and Society of Automotive Fitness and Environment (SAFE), in collaboration with its members and traffic police focused on road safety through various activities this month in the capital. Several programs to

SIAM
Society of Indian Automobile Manufacturers

address the masses and raise awareness about road were led by Minister of Home Affairs, Rajnath Singh, Minister of Road Transport and Highways, Nitin Gadkari, Commissioner and Special Commissioner of Police, along with other senior officials. Many automakers

followed the event with their own activities for the week. JK Tyre and the Delhi Police's Road Safety Cell, on the other hand, kick-started this year's 'Road Safety Week' with volunteers strategically placed at various problem points across NCR disseminating road safety messages. The activities were flagged off by Rajnath Singh, Union Home Minister of India and Nitin Gadkari, Union Minister of Road Transport and Highways of India. The National Road Safety Week is observed towards bettering traffic habits and reducing road accidents.

Complementing the raving success of national road safety week, National Automotive

JK Tyre volunteers and Delhi traffic policemen road safety walk



Testing and R&D Infrastructure Project (NATRIP) has announced that its seventh state-of-the-art automotive design and testing centres will be fully operational by the end of the year. The new facility is being set up as per best global standards. NATRIP has announced

their centre's infotronics laboratory and crash testing labs will be operational by June and high-speed testing track will be all ready by December. This is the result of all manufactured have been ordered to comply with international standards of safety by 2017.

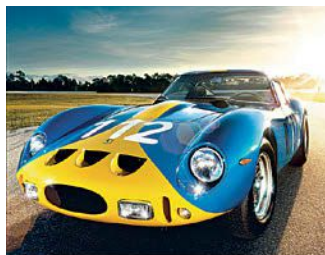
Hyundai's happy move kicks in

HYUNDAI MOTORS has launched the global CSR initiative, Happy Move in India. Teaming up with the Archaeological Survey of India (ASI) the new campaign incorporates the help of 100 international volunteers (80 from Korea and 20 from India) to spread awareness on the Indian heritage monuments and even involved volunteers working on the refurbishment of popular monuments around the capital.

New diesel mill for Scorpio & XUV 500

MAHINDRA & MAHINDRA have reacted rather quickly on the ban of registration of diesel vehicles in the Delhi NCR region. The company has now offered the Scorpio and XUV 500 with a smaller engine which is essentially a down-sized version of the 2.2-litre mHawk engine. This new 1.99-litre diesel mill will be made available only to those customers residing within the Delhi and NCR region at the moment. As for power figures, it will develop 120bhp in the Scorpio and tuned to 140bhp for the XUV500.

Ferrari calendar on sale



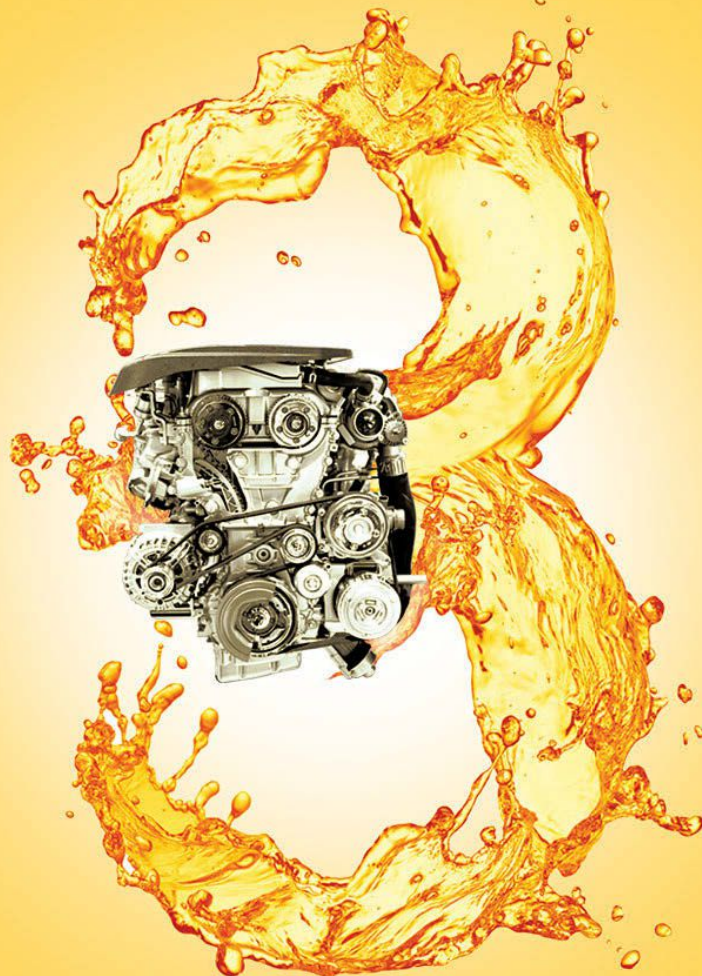
GERMANY BASED Raupp Design GmbH and luxury lifestyle webzine, The Luxe Café have launched official Ferrari Calendars and art books in India. The two variants are Ferrari Myth 2016 & Scuderia Ferrari 2016. The former is priced at Rs. 5,950 and the latter comes in at Rs. 2,750. The company's official book is also available for purchase.

Kotak and Google trendy tie-up



(L-R) Saifulla Rais, quantitative analyst, Kotak, Sanjeev Prasad, senior director & co-head, Kotak, C. Jayaram, joint MD, Kotak, V. Agnihotri, industry dir, Google, Sudarshan Sarma, industry head, Google

KOTAK INSTITUTIONAL Equities and Google, have launched a tool that predicts near-term Indian consumer behavior. Called the Consumer Querimatrix, it works by analyzing Google Trends data. Using machine learning techniques and merging data from Google Trends, the first edition provides insights into India's evolving car buying journey.



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Volkswagen BUDD-e set for 2020 production

VW WAS present at this year's Consumer Electronics show and introduced the electric BUDD-e concept. The iconic microbus inspired vehicles will be powered by pure-electric powertrain. A massive, 101kW lithium-ion battery is used to pro-

pel the vehicle and gives it a total range of 375km. The BUDD-e concept is capable of regaining 80 per cent of its charge in just 15 minutes. Two electric motors will power all four wheels and help it reach a theoretical top speed of 150kmph. The

electric mini-bus gives us our first look at the new MEB architecture Volkswagen plans to design specifically for its plug-in vehicles. Volkswagen incorporates the latest technology for the vehicles instrumentation and electronics. 



Aston Martin and Letv unveil IOV system

ASTON MARTIN and Letv have revealed the first results of their collaboration – an Aston Martin Rapide S which incorporates the latest Letv Internet of the Vehicle (IOV) system. The jointly-produced vehicle was unveiled at the Consumer Electronics Show held in Las Vegas.

Both companies worked on research projects that include the development of connected electric vehicles through to manufacturing consultation on future electric vehicles. The ideation and engineering of the Aston Martin Rapide S project has been led by the Letv IOV team and has focused on a new concept for the center console and instrument panel. The center console houses a 13.3-inch HD touch screen and the instrument panel is now a 12.2-inch TFT screen incorporating electronic

instrumentation and gauges. While Letv's speech recognition technology has been integrated the human-machine interaction (HMI) features. The Aston Martin Rapide S concept has been engineered to work with Letv's other devices and will include remote monitoring and services with the support of LeCloud through the vehicles Wi-Fi system. The company mentions they have successfully endowed the 100-year-old British marquee with an 'Internet brain' after first showcasing its Autolink back in November 2015. At that point the company had just released a product specifically developed for automotive applications. Post the collaboration with Aston Martin and the Rapide S, the Chinese company has demonstrated the capabilities of the Letv global open auto eco-system. 



Andrew Palmer, CEO, Aston Martin unveils the IOV system with Ding Lei, co-founder, global VC, China & Asia CEO, Letv



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Audi goes for the green in Las Vegas

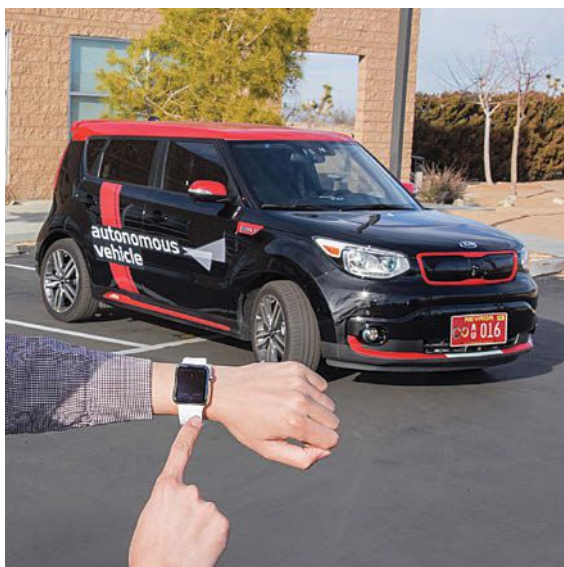
AUDI'S PRESENCE at the Consumer Electronic Show displayed their focus on the concept human-machine (HMI) system and the Audi E-Tron quattro concept. The company exhibited an interior model at the CES demonstrating the HMI featured a large AMOLED display with integrated feedback. Incorporating the "MMI touch response", familiar touch gestures are adapted to the special operating environment in the automobile. Audi's Modular Infotainment Platform, MIB2+ is the brains of the operation. Its computing power is prepared for LTE Advanced communication standards.


Also on display at CES was the e-tron concept developed as a fully-electric sport SUV. It makes use three electric motors with total output of up to 496bhp to the rear wheels. The 95kWh battery allows a range of up to 500km. Audi also displayed their Matrix OLED/laser technology and a VR experience, where a customer can experience custom specification cars using a virtual reality headset. 



Rupert Stradler, Audi chairman, introduces the highly advanced E-Tron quattro concept at the electronics show

Kia 'Drive Wise' at CES



AT THE CES show this year, Kia showcased their autonomous-driving technology by pulling the wraps of their new sub-brand, 'Drive Wise'. The new project by Kia is meant to encompass all of its future Advanced Driver Assistance Systems (ADAS). The company has announced that they will be introducing partially-autonomous technologies in their vehicles by 2020, with the arrival of fully-autonomous vehicles targeted by 2030. Highway Autonomous Driving, Urban Autonomous Driving, Preceding vehicle Following, Traffic Jam Assist and a new Autonomous Parking & Out Function. 

... and Magnetti displays its tech

AT THE CES in Vega, for the second year Magneti Marelli had an exclusive off-site demo event staged. The crowds were greeted to a demo of their solutions in lighting, infotainment, telematics and display, powertrain. The focus was placed on lighting with the full-LED Matrix Beam module and OLED (organic led) technology rear lamps. They even had on display the Smart Antenna, the Fast Camera (capable of 400 frames per second) and innovation in strategic components and systems for hybrid-electric propulsion. 

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Premium pick-up by Mahindra

MAHINDRA HAS launched a new premium pick-up called the Imperio. The new vehicle has been developed to cater to the small and medium businesses transportation needs. The Imperio comes in a single cabin BSIII variant which will be priced at Rs 6.25lakh (ex-showroom Thane). The Imperio gets

a distinctive front grille, new headlamps, 16-inch radial tubeless tyres and metallic colours to enhance the premium feel of the vehicle. Mahindra's latest entrant banks on features such as Fuel Smart technology, independent front suspension, follow-me-home lights, keyless entry, telematics com-


patibility and plush interiors. The spacious cabin even gets a 2-DIN entertainment system and the added comfort of power windows. Below the hood of the Imperio is a direct-injection engine delivering 75bhp of power and 220Nm torque while returning a claimed mileage of 13.55kmpl. 



Pravin Shah, president and chief executive, Mahindra & Mahindra stands next to the new premium offering during launch

VRL places big order for Volvo bus fleet

CONTINUING ON a string of good fortune, Volvo received an order for 51 multi-axle intercity coaches from bus transport majors, VRL Logistics. The order from VRL includes a mix of the Volvo 9400XL and Volvo 9400PX multi-axle models with I-Shift. The company already operates Volvo buses on one of the longest routes in India, connecting Bengaluru, Karnataka to Jodhpur, Rajasthan.

The Volvo 9400XL is the bestselling coach product in India since it was first introduced in 2008 and is designed for comfort and reliability during long-distance journeys. The 9400PX is a 14.5m coach with steerable tag axle and at 13.7m is the preferred option for many passengers. In terms of safety, all buses are also fitted with ABS as standard. 




VRV Sriprasad, business head, Volvo Buses India & South Asia with Prabhu Salageri, VP (travels), VRL Logistics



Sulajja Firodia Motwani, CEO, Kinetic Green at the event

E-auto launch by Kinetic

KINETIC GREEN Energy and Power Solutions have introduced its newly designed battery operated e-Auto dubbed the Kinetic Safar and priced at Rs 1.38lakh (ex-showroom, New Delhi). It is positioned as an eco-friendly social innovation and will aim to promote pollution-free yet affordable public transport in the country. Safar is designed to ensure reduction in carbon footprint with zero-emission and sound. The e-Auto will provide a cost effective solution for last mile connectivity as well as

shared public transport in cities across India. The Safar gets safety and performance features like an all-steel body for durability and ruggedness, dual headlamps, powerful brakes, dash board with battery charge indicator and speedometer. In line with CMVR guidelines, Safar has maximum speed of 25kmph. For power duties, Kinetic Green has tied up with battery manufacturer, Exide, to provide the lead-acid battery system. It is backed by a warranty, service and recycling network across the country. 

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Getting down to commercials

A sneak peak at what one can expect when it comes to commercial vehicles at the Expo

The commercial vehicle segment in India is amongst the fastest growing in the world. While homegrown makers like Tata, Ashok Leyland and Mahindra take charge of showcasing world class products, international brands like Scania, Volvo and Mercedes Benz

are trying hard to get a grasp on the market. At the forthcoming Expo, all participants will showcase new series of products ranging from LCVs to HCVs to coaches. It is also the right place to strike deals.

Rahul Ghosh

ASHOK LEYLAND



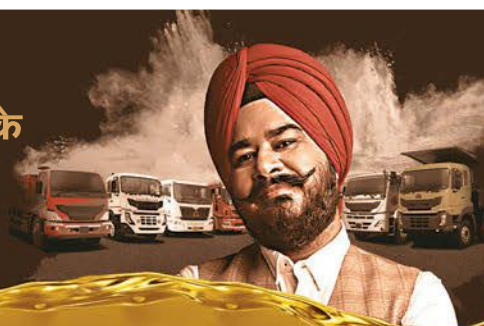
MITR

Partner

ASHOK LEYLAND'S EV arm Optare has taken up a project to increase the range of its MetroCITY and Solo buses without intrusion into passenger space. Key to extending the range of EVs is how on-bus heating is managed while having the mileage doubled without any weight gain to the vehicle. Expect to see the same at the Expo along with unique and custom built-to-purpose CVs at the forthcoming auto show. 🔄



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हर कोने तक पहुँचाते हैं



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दे जल्द ल्यूब्रिकेशन, बेहतर
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Skyline

VE COMMERCIAL Vehicles, or Eicher as we used to know it, have in the past displayed a wide variety of commercial vehicles including tippers, high deck multi-axle trucks along with coaches. This year too expect to see more variants along with prominent upgrades to the existing model range. Special application CVs will also make their presence felt and expect to see new purpose built heavy-duty trucks.

The company much like other CV manufacturers will take initiatives to increase customer interactions. 



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SCANIA


P410

THERE IS little to doubt that Scania is totally committed to the Indian market. The company in the past has launched many made-for-India trucks and buses. The buses specially incorporate heavy duty air-climate control systems which serve the purpose here.

At the Expo this year, Scania will showcase updated versions of their G and R-series of tractor trailers. The same has gone through a mild upgrade in international markets and Indians will be able to get that too. Expect more variants on their existing range as well. 


Multiaxle

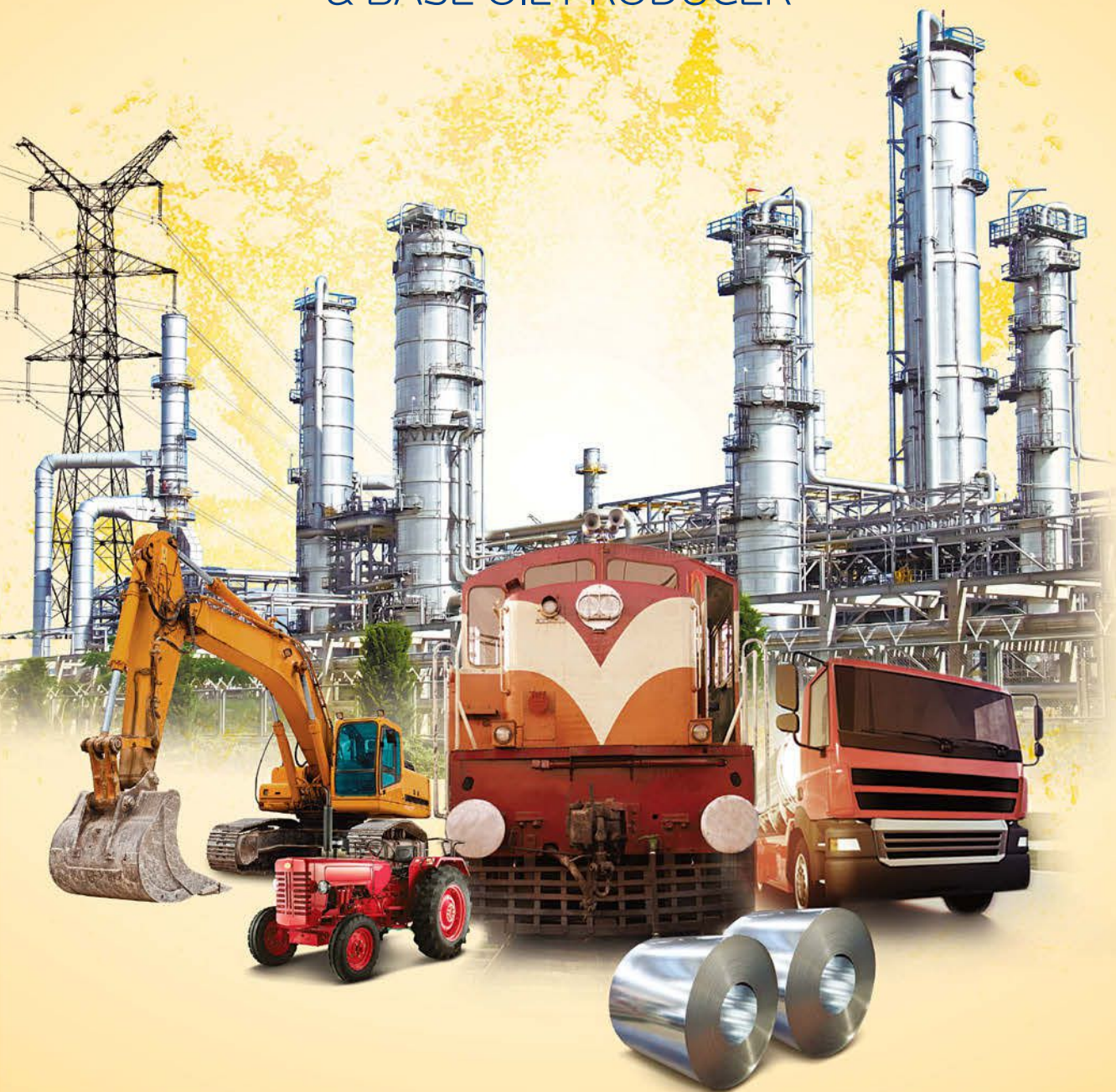

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MAHINDRA


Traco

MAHINDRA IS trying to change the perspective of the Indian commercial vehicle buyer. The company recently launched the Imperio which is more of a premium pickup truck complete with accessories mainly seen in SUVs. The company also launched the Supro which again attempts at redefining the smaller segment. In all, the company wants to cater to a wide variety of customers with vehicles ranging from the Alfa three wheeler to the Traco heavy duty tractor trailers. This year at the Expo, Mahindra is rumoured to be launching a all new range of commercial vehicles. Stay tuned. 🔄

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- HP Milcy Synthetic 15W 40
- HP Milcy TurboStar 15W 40
- HP Milcy Turbo 15W 40





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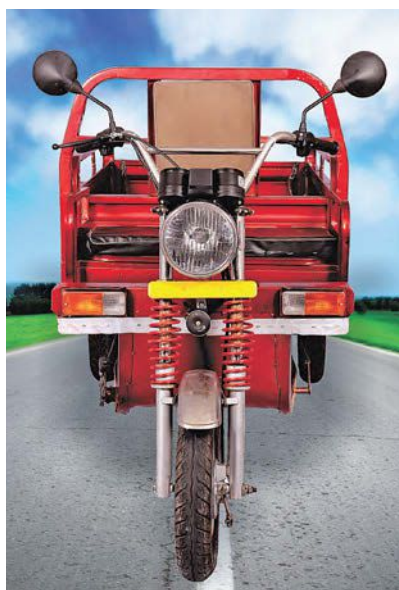
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HOFMANN: **DELHI/NCR** - Galaxy Motors: 9811048560, **Haryana** - Galaxy Motors: 9811048560, **Uttar Pradesh** - My Style equipments: 9839800354, **NORTH: Madhya Pradesh** - Western Sales and Service: 9302123089, **Rajasthan** - Accord Equipment: 7665012571, **WEST: Maharashtra** - Vertical Business Solutions Pvt. Ltd.: 8600070786, Saileen Technocrats: 9767108187, **Mumbai** - Zenith Autocorp: 7718855684, **Gujarat** - HM Technologies: 9825060637, Dev Auto Tools & Equipments: 9824507008, **Goa** - Blue Pearl Auto & Tools: 9890275274, **SOUTH: Andhra Pradesh** - R. K Pneumatic & Equipment: 8885519828, **Tamilnadu/Kerala/Karnataka** - Orient Hardware & Tools Corporation: 9360170077, **Andamans** - Orient Hardware & Tools: 9360170077, **EAST: North East** - Fujoma Marketing: 9435041712.

SML**Super 12.9XM**

SML ISUZU Limited (SMLI) has been in India since 1985. It has over 25 Years of experience in producing light and medium commercial vehicles to meet the Indian customer needs. SMLI is a first company to manufacture and supply state of the art fully built buses, ambulances and customized vehicles. This year we expect the company to concentrate on the heavy commercial vehicle segment and showcase more options based on their current tipper and high-deck models. 🔄

SPEEGO**Speego pickup**

SPEEGO VEHICLES is all about going green and the company will showcase three-wheelers based on the Speego platform which consists of a robust and strong chassis. The variants will include the pickup (above) and a passenger variant. The vehicles come with grab handles and a floor mounted brake pedal. The instrument panel consists of a speedo and a battery gauge as well. These three-wheelers come with a 180 day warranty which the company claims is the best in class. 🔄



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TATA**Prima****Ace**

TATA WILL offer a host of exciting and engaging zones in the commercial wing starting from a thrilling virtual T1 Prima Truck Racing championship game that will use Kinect technology for a fun game through hand gestures. At the Champion's Selfie zone, motorsports fans will get an opportunity to take a selfie with the prestigious T1 Prima Truck Racing Championship Trophy. 100 lucky visitors will get a chance to win tickets to the upcoming season of the T1 Prima Truck Racing Championship 2016. [e](#)

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TO USE YOUR
WALKING
SHOES AS ITS
BIGGER AND
BETTER THIS
TIME ROUND

The bi-annual motoring feast is here and we at AUTO TODAY can't wait to get into our walking shoes as the 2016 Auto Expo is going to be bigger and better. The venue, India Expo Mart Limited (IEML) has been given a massive makeover prior to the upcoming Auto Expo - The Motor Show 2016. The venue previously had only 8 permanent halls measuring 27,648 sqm, and for the 2014 edition the remaining displays were curated in temporary hangars measuring 32,400 sqm. The gross indoor-exhibition space has increased from the 67,000 sqm of the previous edition to 73,000 sqm in the forthcoming edition of the show. It is expected that there will be around 1.20-1.25 lakh visitors reaching the Auto Expo - The Motor Show 2016 everyday, during the five public days, which will be almost 20 per cent more than the last edition. The previous edition saw 55 exhibitors, which has crossed 65 for the upcoming edition of the show.

Apart from the regular participants, there will be

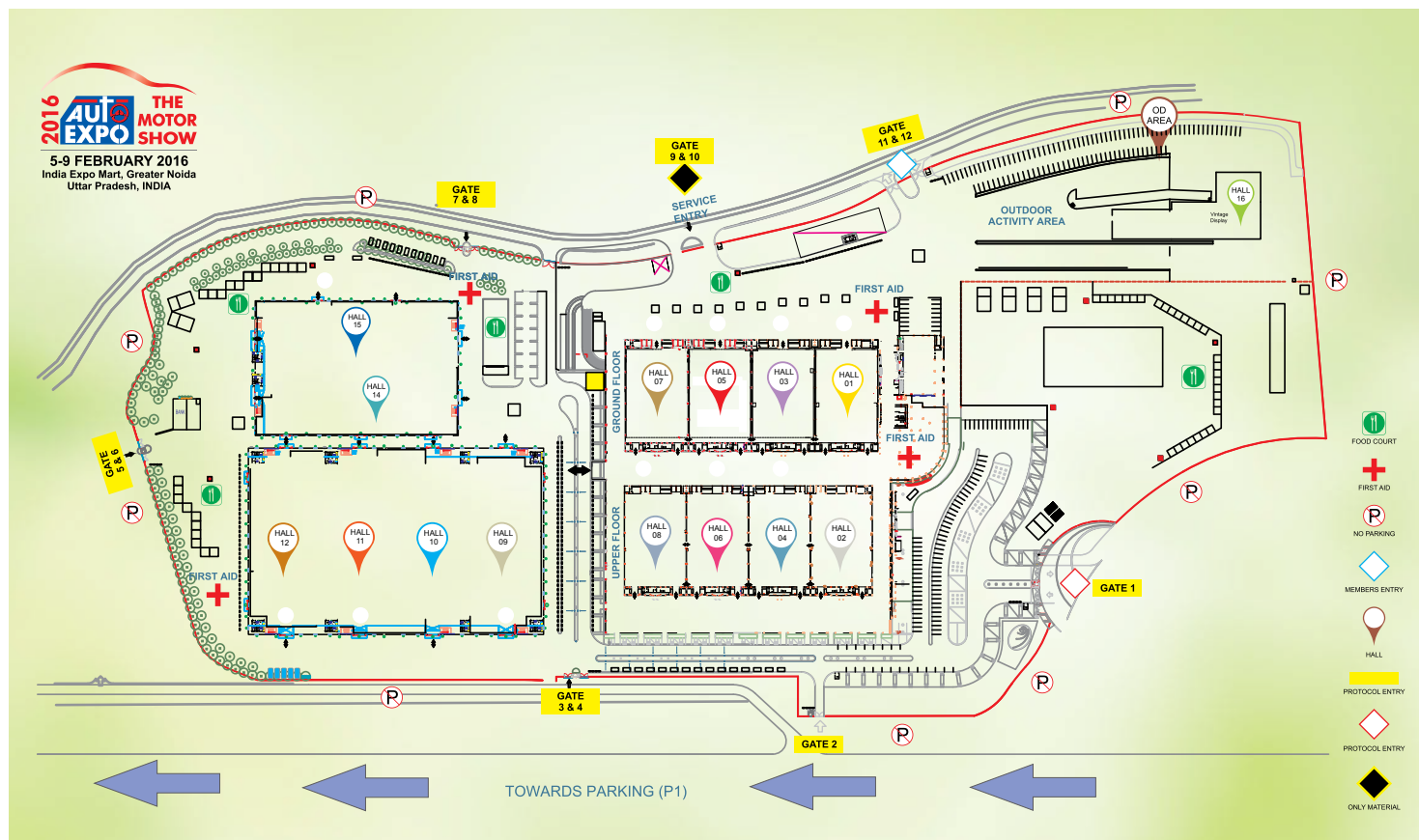
some new entrants in this edition like Abarth, BMW Motorrad, Jeep, DSK Benelli, Polaris, Indian Motorcycle, etc. There will be a 'Bollywood Corner' in Hall 16 which will showcase the memorable cars and bikes used in Bollywood movies. In the same hall, there will be a pavilion of supercars and superbikes for the visitors to admire.

The food court area has been ramped up by 1000 sq m and will see plenty of exhibitors who will offer multi-cuisines at the expo.

Tickets for The Motor Show 2016 are now available for public booking. The tickets can be booked online at www.bookmyshow.com. The tickets are priced at Rs 650 for visits during business hours on weekdays (10am-1 pm), Rs 300 for general public hours on weekdays (1 pm-6pm), and Rs 400 for weekends (10am-7pm).

So as we said, get those walking shoes and your camera ready for what promises to be the largest automobile event that India has ever seen.

Rahul Ghosh





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AUDI INDIA

HALL 11 STALL
NUMBER PAVILION

www.audi.in

AUDI INDIA This German giant is one of those manufacturers who are extremely bullish about the Indian market. Part of the reason being that Audi was the top-seller in its segment in India last year. The company has done even better this year but so has Mercedes, leaving

Audi trailing. Looking to switch that around this year, the manufacturer will showcase its entire range of vehicles, alongside these three. Expect Audi to have an international standard stall with merchandise on sale.

CARS TO BE SHOWCASED

Prologue Concept

R8 V10 Plus

A8L Security

**EXPECTED
LAUNCH**

**A8L Security
R8 V10 Plus**

STAR ATTRACTION

Prologue Concept



AUDI'S PROLOGUE CONCEPT will be the main attraction on display by the German carmaker, at the Expo. Unlike concept cars the Prologue Concept combines high-end technology and everyday practicality, something not very common for concept cars making it a must-see for all visitors of Audi's stall at this year's expo. Rumours have it that Audi might not be gearing up to start production of the Prologue concept anytime in the near future, but it will definitely have an influence on their upcoming production cars.



R8 V10 Plus

FAST and powerful, the R8 V10 Plus will be the new flagship sports model rolling out of Ingolstadt. The V10 on the new R8 packs in a mammoth 600bhp of power.



A8L Security

THE A8L Security has been certified as resistance class VR9. To put things into perspective, heads of state typically use vehicles with VR9 levels of protection.

FCA

FIAT CHRYSLER AUTOMOBILES

HALL 10 STALL
NUMBER PAVILION

www.jeep-india.com

FCA is a manufacturer with lots to offer and yet is taking it slow and steady. The company has been planning to launch the Jeep brand in India for a while and now finally this might happen at the Expo. Apart from Jeep, Fiat will also include variants of the Fiat lineup based on the Punto Evo and the Linea. The Abarth lineup, consisting of the Abarth 595C, Avventura and the Punto, too will grace the FCA stand. The stall will also have merchandise for the lineup. 🔄

CARS TO BE SHOWCASED

Fiat lineup

Abarth lineup

Jeep lineup

EXPECTED
LAUNCHJeep Grand
Cherokee

STAR ATTRACTION

Jeep Grand Cherokee



AFTER making us wait for what seems like ages, Jeep is ready to start their Indian foray with a bang. The Jeep Grand Cherokee will be the main attraction at the Fiat Chrysler Automobiles stall at the Auto Expo. The luxury off-roader combines the rugged go-anywhere capabilities that the Jeep brand is known for with luxury and class. Be sure to grab a look at the potent 6.4-litre Hemi V8 that lurks beneath the hood of the Grand Cherokee SRT. 🔄



Jeep Wrangler

THE Jeep Wrangler is the daddy of all off-roaders and what all SUVs wish to be. So much so that the brand has single-handedly started the 'jeep' genre. The Wrangler, along with the Grand Cherokee will be the first products that Jeep will begin selling in India. It will be on display at the Auto Expo and Jeep plans to start their operations in India soon after that. Look out for the very capable 3.6-litre Pentastar V6 engine. 🔄

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HALL 09 STALL
NUMBER PAVILION

www.hondacarindia.com

HONDA is coming to the Auto Expo with the BR-V as its prime attraction. The company will also have a host of other vehicles, which include the Project 2&4 and the Jazz racing prototype. The booth concept of "Accelerate with Honda" will showcase a wide range of exhibits including models that will be launched in India in the future and racing machines that pursue excellence in driving performance. As a special exhibit, Honda will also have the McLaren Honda MP4-30. 🏁

CARS TO BE SHOWCASED

Honda BR-V

Honda Accord

Honda Project 2&4

**EXPECTED
LAUNCH**

Honda BR-V

STAR ATTRACTION

BR-V



Jazz Racing Prototype

THE Jazz just recently made a return to the Indian car market and Honda is now bringing a racing prototype to India. The car will be unveiled at the Auto Expo with a powerful new engine and sporty upgrades. 🏁

**Mc Laren
Honda
MP4-30**



SPECTATORS at the Honda pavilion will get to see the ASIMO (Advanced Step in Innovative Mobility). ASIMO is the world's most advanced humanoid robot and is a testament of what the Japanese carmaker is capable of. The other attraction at Honda will be the Project 2&4, a radical racing concept with a unique seating configuration and powered by a motorcycle engine. 🏁

Project 2&4






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HALL 03 STALL
NUMBER PAVILION

www.hyundai.in

HYUNDAI has been busy with many a corporate social responsibility activity in our country apart from winning accolades for their products. At the Expo, the company will showcase the Genesis brand and will have the G90 premium sedan on show. Apart from that Hyundai will also have the brand new Elantra on show. Expect Hyundai to also create a buzz with a road safety theme in mind. The entire Hyundai lineup will also be present to enthrall you. ☺

CARS TO BE SHOWCASED

Hyundai Genesis

Hyundai Elantra

Hyundai current lineup

**EXPECTED
LAUNCH**

**Hyundai Genesis
brand**

STAR ATTRACTION

Genesis G90



HYUNDAI has created a completely new sub-brand by the name of Genesis to take on the German giants. The brand is expected to offer a barrage of new models as well. However for the Expo, Hyundai will only get the G90 sedan which is an uber-luxurious sedan complete with a striking design which is very different from the Hyundai fluidic design. It will be quite a sight in the flesh, it is the largest car from the Korean brand after all. ☺



Elantra

THE fluidic design philosophy of Hyundai has brought tremendous success to the Korean brand and it was about time that the same treatment was applied on the Elantra. At the Expo one will be able to witness the same. The new design adds some glamour and sharpness to an already good-looking car in the current model. The interiors of the car have also been given a major upgrade and it could very well spark a new success story. ☺



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HALL 15 STALL
NUMBER PAVILION

www.volkswagen.in

VOLKSWAGEN INDIA is all set to reveal a brand new 'made-for-India' car, the Ameo. The Ameo is the compact sedan based on the Polo and the world premiere of the same is at the Expo. Surely then, the Ameo will be the talk of the town as far as the Expo is concerned.

Apart from that the Volkswagen pavilion will offer an insight into the VW world and will be complete with interactive kiosks. Expect VW to conduct Q&A sessions with designers and engineers. ☞

CARS TO BE SHOWCASED

Ameo

Passat GTE

Beetle

**EXPECTED
LAUNCH**

**Volkswagen
Ameo**

STAR ATTRACTION

Passat GTE



THE Passat GTE will be making an appearance at the Volkswagen pavilion and the German carmaker will be eager to showcase the capabilities of the hybrid sedan. With electric and hybrid being the theme for the Auto Expo, the Passat GTE will definitely be in the spotlight. The car will also be a preview of the new Passat that is soon going to be launched in India. Powered by a 1.4-litre petrol engine and an electric motor, the total power output is 218bhp. Being a hybrid, it offers excellent economy. ☞

Tiguan

THE new Tiguan was unveiled a few months back and Volkswagen is planning on bringing it to India soon. Based on the MQB platform, the Tiguan is equipped with the 4MOTION all-wheel drive system. It is also loaded with premium features. ☞



Ameo

VOLKSWAGEN has revealed that their new made-for-India compact sedan is called the Ameo. The car will fall under the sub-4 metre category and is expected to be based on the Polo platform. Expect it to be very fuel efficient, smart to look at and also be built like a tank. ☞

Beetle



THE Volkswagen Beetle was first manufactured in 1938 and more than seven decades later, the iconic 'bug' is still loved by many across the globe. Over the years the Beetle has seen many changes with the most notable being the engine moving to the front from the rear. The 21st century Beetle, which was launched recently will also be part of the Volkswagen entourage. The new Beetle, powered by a 1.4-litre TSI engine is mated to a seven speed DSG gearbox. It is a reminder that Volkswagen can comply with Euro 6 emission norms, a message the German carmaker will want to reiterate every chance it gets. ☞

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HALL 10 STALL
NUMBER PAVILION

www.bmw.in

BMW INDIA has tremendous brand pull and every year thousands throng to its stall. This year will likely be no different, as the BMW India pavilion will display their entire range from the hybrid-sportscar, the i8, to their range of M cars - M6 Gran Coupe, M3 and M5 sedans, M4 Coupe and X5 M and X6 M. Also on show will be the X5, X3, Z4 roadster, 5 Series, 3 Series and 3 Series Gran Turismo. There are also unconfirmed rumours that the company's motorcycle division will make a showing. ☞

CARS TO BE SHOWCASED

7-series

X1

3-series

**EXPECTED
LAUNCH**

7-series

STAR ATTRACTION

7-series



THE new generation Mercedes S-Class has set quite a benchmark. So can it be that arch rival BMW will accept the status-quo? Not a chance. BMW will launch the new generation 7-series at the Auto Expo. With a new design and packed with sci-fi features, the new 7-series will give the S-Class a good fight. It should be quite a spectacle at the BMW pavillion. If possible check out the smart key fob to this luxury sedan. We assure you that you have not seen anything like it before. ☞



X1

BMW will also showcase the updated version of the X1 at the Expo. While the new SUV is slated for an Indian launch later this year, the SUV will nevertheless be on show. What's new? First and foremost it looks more brutish compared to the outgoing version, with an increase in height leading to an upright stance. Apart from that there will also be a seven seat variant available. Upgraded engines and new variants will also be launched in India. ☞



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HALL 01 STALL
NUMBER PAVILION

www.india.ford.com

FORD INDIA is quite a crowd puller when it comes to the Auto Expo. They usually come in with attractive muscle cars which people love to click selfies with. This time too there will be no difference. The company plans to get the icon of all icons, the Mustang and that should be quite a stir. Apart from that the full Ford range will be present at the Expo. We also hear rumours of Ford showcasing the Kuga SUV and the Mondeo sedan to gauge market response. ☞

CARS TO BE SHOWCASED

Mustang V8

Endeavour

Current lineup

**EXPECTED
LAUNCH**

Mustang V8

STAR ATTRACTION

Mustang V8

AutoToday
RECOMMENDED



INDIANS love American muscle and taking full advantage of the same will be Ford India. The company is getting the new generation Mustang to ensure crowds. What is even better is that the company is getting the absolutely mental Mustang powered by no less than the V8. Needless to say it will be Ford's halo product in India. ☞



Endeavour

FORD might have already launched the brand new, new generation Endeavour here, but it will still be the 'spotlight' vehicle at the Auto Expo. The Endeavour is all new and comes with a choice of two engines namely the 2.2 and the 3.2-litre diesel. The SUV is available with or without 4x4. We also expect Ford to show a fully accessorised, go-anywhere version. From what we've seen, expedition-ready vehicles are big crowd pullers. ☞



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HALL 05 STALL
NUMBER PAVILION

www.chevrolet.in

CHEVROLET will showcase its new-generation line featuring its new design DNA. GM India will reveal two new concept vehicles at the Chevrolet Pavilion. Chevrolet will also have on display showstoppers such as the Corvette and Camaro sportscars. As a bonus, visitors to the Chevrolet Pavilion will be able to enjoy the Passabilities and Colorado Co-driver interactive activities. Passabilities is an app based game while Colorado Co-driver is based on virtual reality.

CARS TO BE SHOWCASED

Concept small cars

Camaro

Corvette

**EXPECTED
LAUNCH**

Chevrolet Cruze

STAR ATTRACTION

Beat CrossConcept



AutoToday
RECOMMENDED

THESE days scrossovers are the rage. Toyota has the Etios Cross, Hyundai has one based on the i20 and now it looks like Chevrolet too is going to give us one in the form of the Beat Cross. Going by the looks of the same, it features typical Chevrolet design philosophy. Hence a two-tier grille. The LED fog lights take space on the two-piece front bumper and there is also a plastic scuffplate to show off. The headlamps come with integrated day time running lights and give this small car some serious attitude. Chevrolet is hailing this design as their new design DNA and going by the looks of it, the new small hatchback could become quite a major attraction.



Spin

CHEVROLET will showcase the Spin people mover which will take on the slightly premium MPV market. The vehicle is slated for launch only in 2017.



Colorado pickup

THE Colorado pickup is a quintessential American pickup truck. Featuring a crew cab format this will be a luxurious truck powered by a choice of big engines.



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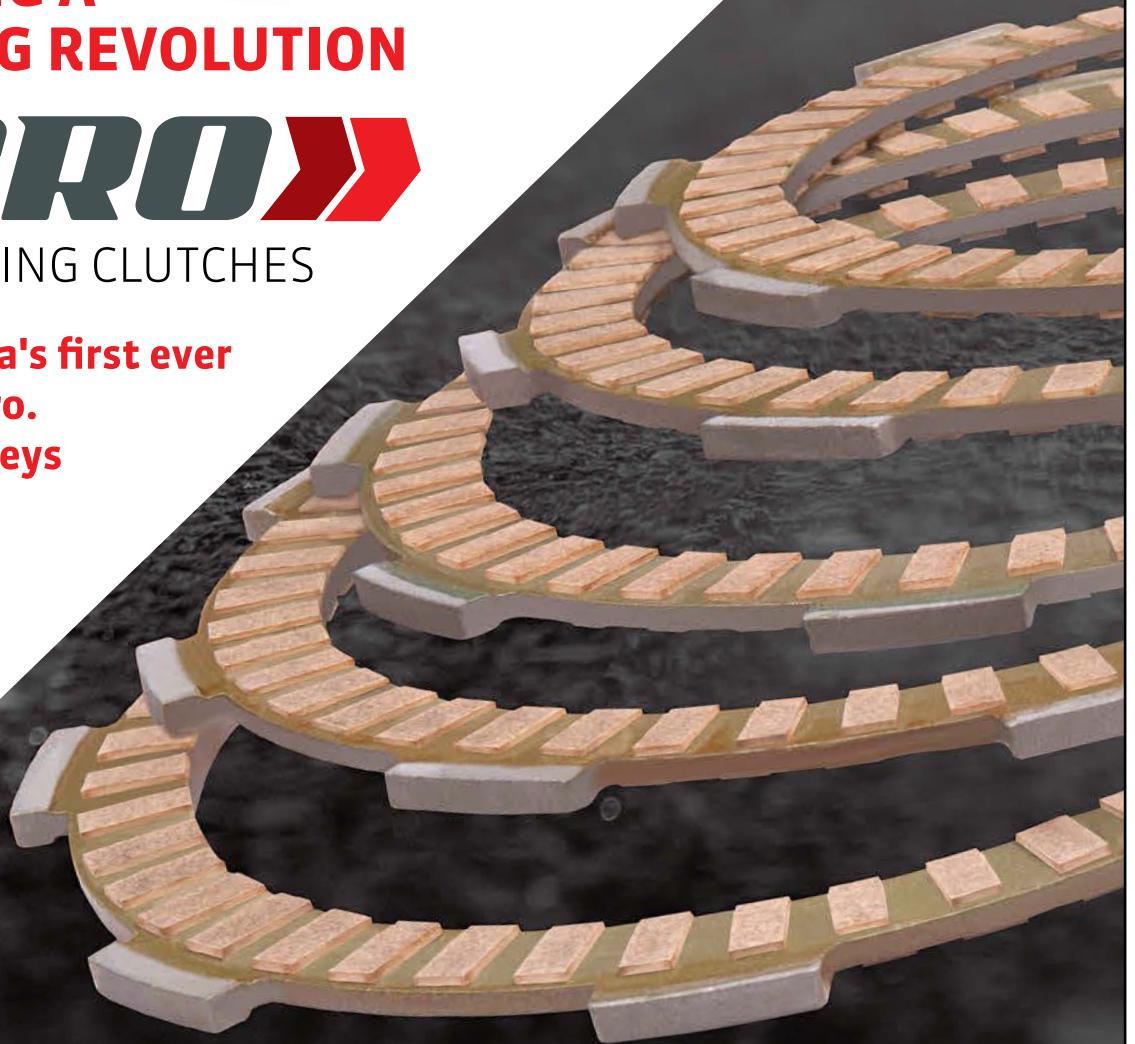
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HALL 10 STALL
NUMBER PAVILION

www.mahindra.com

MAHINDRA is coming to the Expo fully loaded with their complete range of vehicles which includes passenger, commercial and two wheelers. The passenger car division will have a lot of variants with a surprise element. The two-wheelers section will have various variants and concepts based on existing models. They generally have a small outlet for merchandise and we would suggest you complete your scale model collection from here itself. ☺

CARS TO BE SHOWCASED

KUV 100

XUV 500

TUV 300

**EXPECTED
LAUNCH**

**New variants of
existing models**

STAR ATTRACTION

KUV 100

**AutoToday
RECOMMENDED**



THE KUV 100 will be the star attraction at Mahindra. The recently launched compact SUV is a brand new car from Mahindra and sports a monocoque chassis. The same is available in both petrol and diesel. ☺

Gusto 125

THE two-wheeler division will boast of the new Gusto powered by a new 125cc engine. The scooter has also recieved a minor facelift. Expect to see more variants. ☺



HALL 15 STALL
NUMBER NUMBER 19

www.renault.co.in

RENAULT remains tight lipped about their lineup for the Expo. But we can sure make some guesses. We expect the new Duster to make its apperance at the show. Apart from that the recently launched Kwid could also be seen with the now famous automated manual transmission system. A few new entrants could also come in form of the new Koleos. Also, Renault might make more announcements in the form of customer events which increase ownership pleasure. ☺

CARS TO BE SHOWCASED

Duster facelift

Kwid variants

Koleos

**EXPECTED
LAUNCH**

**Duster facelift
version**

STAR ATTRACTION

Duster



RENAULT will showcase the new Duster at the forthcoming auto show. The new Duster will come with new styling which includes a new set of headlamps and a grille which is bolder than before. At the back the new Duster benefits from a new set of tail lamps. Alloy wheels are new too. Inside too the Duster will get changes which will envisage a fresher look. In short Renault is trying to spruce up the Duster to take on the Hyundai Creta and the soon to be launched Maruti-Suzuki Vitara Brezza. ☺

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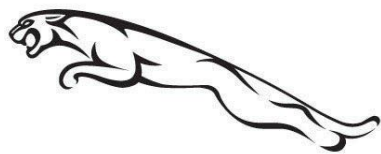
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HALL 14 STALL
NUMBER PAVILION

www.jaguar.in

JAGUAR is all set for an invasion. The company will have a very interesting stall packed with brand new vehicles. The F-type sports cars are sure to lure the crowds in, but the star attraction will be the launch of the XE sedan, Jaguar's 3-series and C-Class competitor. The Jaguar range in India includes the F-type which costs Rs 1.26 crore, to the locally manufactured XF and XJ. Expect merchandise from the company's international range to be available on stands as well. 📍

CARS TO BE SHOWCASED

Jaguar XE

Jaguar F-Pace

Jaguar F-type

**EXPECTED
LAUNCH**

Jaguar XE

STAR ATTRACTION

Jaguar XE



JAGUAR has already announced that they have opened bookings for the XE sedan which will take on the BMW 3-series and the Mercedes C-Class in India. Needless to say, the XE will be their star attraction. The XE will be offered with a choice of two petrol engines. The sedan will also come with a host of other luxury features including high-end entertainment systems. 📍



F-Pace

THE F-Pace is Jaguar's first ever SUV and is based on the XE and XF platform. The F-Pace is expected to be launched in India by end 2016 and it is sure to spruce up the company's sales figures.

As far as the SUV is concerned it is gorgeous to look at and offers the right amount of luxury. Being an SUV it can also take on some serious rough stuff. Needless to say it will be quite a crowd puller at the Expo. 📍

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HALL 15 STALL
NUMBER PAVILION

www.mercedes-benz.co.in

MERCEDES is placing importance on 'winning' products and their lineup will include the GLC. The 'winning' product showcase will also include the unveiling of the India bound S-Class Cabriolet. The display will include the highly customized armored luxury car, the Mercedes-Maybach S600 Guard. For racing enthusiasts Mercedes-Benz will display in its pavilion the special Mercedes-AMG PETRONAS F1 team's FIA World Championship title winning car. 🏁

CARS TO BE SHOWCASED

Mercedes GLC

Mercedes S-Cabrio

Maybach S600 Guard

**EXPECTED
LAUNCH**

Mercedes GLC

STAR ATTRACTION

GLC

AutoToday

RECOMMENDED



THE GLC is primarily the SUV version of the C-Class and replaces the GLK-Class internationally. The GLK though was never available in India. The two-slat grille and the headlamps reminds one of the new C-Class while inside too the GLC gets details from the the C-class. It also gets active grille shutters and an extended rear spoiler, towards making the car more aerodynamic. 🏁



S-Cabriolet

THERE is little to doubt that the new generation S-Class is the pinnacle of technology and luxury. But for those who are looking for more than another sedan, Mercedes will offer the S-Cabriolet in India soon. As the name suggests, this is the topless version of the S and will pack in lots of luxury. But unlike the sedan, this would be oriented more towards the driver than the passenger at the back. Stay tuned for this new cabrio. 🏁



HALL 10 **STALL**
NUMBER 10 NUMBER 10
www.datsun.co.in

DATSUN has not had a good time in India as of now. Both their cars, the Go and the Go+ have not exactly set sales charts on fire. But that could change with what Datsun has in store for us at the Expo. Apart from that the company will also have various variants based on the Go and the Go+.

EXPECTED LAUNCH None

STAR ATTRACTION

AutoToday
RECOMMENDED



Go-Cross

BASED on the Go+ platform, we expect the Go-Cross to be offered in both petrol and diesel guise. Being small and light, Datsun is sure to offer the Go-Cross with a 1.2-litre petrol engine and the tried and tested 1.5-litre diesel engine.



HALL 10 **STALL**
NUMBER 10 NUMBER 10
www.nissan.in

NISSAN much like Datsun has a lot in store for us at the Expo. The company will bring in the GT-R to lure in the crowds. Expect a simulator at the Nissan stall considering the company is quite serious about its virtual racing program.

EXPECTED LAUNCH X-trail

STAR ATTRACTION



AutoToday
RECOMMENDED

X-trail

THE X-Trail was one of the first Nissans to be offered in India. Now the company is rumoured to be launching the new version of the same. The new X-Trail adopts the CMF platform and offers a lot more than just good looks. Expect competitive pricing as well.

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TATA MOTORS

HALL 14 STALL

NUMBER PAVILION

www.tatamotors.com

TATA MOTORS has one of the largest displays at the Expo. The Passenger Vehicles Hub will unveil future cars from Tata Motors. Besides future vehicles and technologies, the Passenger Vehicles Hub will include the #madeofgreat pavilion which will host a special 'Fantastico Arena,' designed to provide a fun customer experience with various engaging activities. Look forward to a unique Personalisation studio where visitors can create their own 'Personalised' designs with the designers. 

CARS TO BE SHOWCASED

Tata Hexa

Tata Kite sedan

Tata Nexon

**EXPECTED
LAUNCH**


**Tata Hexa
Tata Kite sedan**

STAR ATTRACTION

Hexa




THE Hexa is based on the Aria platform but looks a lot more rugged and has a European feel to it. The company had revealed it at the Geneva Motor Show and chances are that the company will launch the same here.

The overall look of the Hexa is very attractive and the flared arches point to its AWD credentials. Inside the Hexa is finely made and sophisticated. It comes with a touch screen display and all the bells and whistles one can think off. The Hexa is a six-seater and offers captain seats at the back. The third row is a bench and is foldable too. Expect multiple variants with the choice of either 2WD or AWD. 

Kite sedan



THE other big news from Tata Motors is that the company plans to show us the sedan version of the Zica hatchback it launched recently. The sedan will be based on the same platform and also share a range of parts including the dash and even the front end look. What will change is that it will come with a boot. Tata has also announced the the Nexon concept they showcased last Expo will be revealed in production guise. 



TOYOTA

HALL 09 STALL
NUMBER PAVILION

www.toyotabharat.com

TOYOTA has always taken the Expo very seriously. It showcased the Etios a few years back and that was a big project. Their display is generally vibrant and the star attraction takes centre stage. The company also organises a very interactive display and also pushed for sales from the Expo. 🚗

**EXPECTED
LAUNCH**

Toyota Innova

STAR ATTRACTION Fortuner



THE brute and macho Fortuner has been given even more pizzazz. The roundish front end has been replaced by a sharp set of headlamps and sitting in between is a big chrome grille. Quite simply the perfect recipe to attract customers. The new SUV is also loaded with tech which allows for good abilities both on and off the road. 🚗



Innova

**AutoToday
RECOMMENDED**

AFTER launching it in select Asian markets, Toyota is expected to launch the Innova at the Expo. The new MPV looks radically different from the existing version and should do good in India. Expect a new range of engines as well. 🚗



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TRIUMPH

HALL 06 STALL
NUMBER PAVILION

www.triumphmotorcycles.in

TRIUMPH MOTORCYCLES are all set to get the new family of the Bonneville range. This includes the T120, the Street Twin and the Thruxton R. Apart from that the manufacturer will also have the other bikes in their portfolio including the Speed Triple, the Speed Triple and the Daytona.

CARS TO BE SHOWCASED

Bonneville

Street Twin

Thruxton

**EXPECTED
LAUNCH**

**Triumph
Bonneville range**

Triumph also have a healthy list of merchandise that they will be selling and we would suggest you get next year's Christmas shopping done early. ☺

STAR ATTRACTION

Bonneville T120



THE T120 is set apart by its wire wheels and is powered by the fuel injected and liquid cooled 1200cc parallel-twin 'high torque' Bonneville engine, fed by beautiful authentically styled twin-throttle bodies. Torque output of the T120 is rated at 105Nm. Triumph is also offering plenty of custom parts which includes tank styles, badging and even custom exhausts. Overall it is a big departure from the existing models and a must see at the Expo. ☺

Thruxton R

TRIUMPH has revealed the new generation Thruxton recently. But what is different is the fact that one can choose between the Thruxton and the high power Thruxton R. The range features a 1200cc 'high power' engine which comes with a lighter crank and higher compression. Peak torque is rated at 112Nm at 4,950rpm, which is 62 per cent more than before. The best thing is that there are numerous customisation options available. ☺



AutoToday
RECOMMENDED



Street Twin

THE Street Twin will be the entry-level option for the Bonneville range, with a smaller engine. The Street Twin is powered by an all-new fuel injected 900cc parallel-twin 'high torque' liquid cooled Bonneville engine. It offers 80Nm of torque which comes in at 3,200rpm. The Street Twin custom options will allow owners to transform it into a scrambler or cafe racer. The claim to fame of this bike will be its price which will be lower than the T120. Last but not the least, if you are on a budget but still want to have a Bonneville, the Street Twin should be your pick. Definitely recommended. ☺



UM MOTORCYCLES will be present in full force with its range for India. It will also mark the beginning of their innings in India at a public platform. The brand will be showcasing three variants of the Renegade at the Expo which will be specifically designed for the Indian and European markets. 🇮🇳

HALL 08 STALL
NUMBER 8
www.umglobal.com

**EXPECTED
LAUNCH**

**Renegade Sport
Young**

STAR ATTRACTION

AutoToday
RECOMMENDED

Renegade Sport Young



THE Renegade Sport S model and Renegade Classic will also share the same engine as the Renegade Commando. The front wheel has telescopic suspension while the rear wheel has dual shocks absorbers. The motorcycles have a fuel tank of 18-litres and weigh in at around 170kg. 🇮🇳

Renegade Commando



THE Renegade Commando is a low-slung cruiser powered by a 279cc single-cylinder water cooled engine developing 25bhp@8,500 rpm and 21.8Nm of torque at 7,000 rpm mated to a six-speed transmission. 🇮🇳



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MARUTI SUZUKI

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HALL 07 STALL
NUMBER PAVILION

www.marutisuzuki.com

MARUTI-SUZUKI'S pavilion is going to be fully loaded with a variety of goodies. First and foremost the company will have its entire lineup of cars in custom guise much like it does every year. Maruti-Suzuki's pavilion is built around the theme Transformation - which means Transformation through Motion. Besides new models and concepts, MSIL will showcase a new-generation vehicle platform and a new engine. All this, the company says, builds towards Maruti-Suzuki 2.0. 🔄

CARS TO BE SHOWCASED

Vitara Brezza

Ignis Concept

Baleno RS Concept

EXPECTED LAUNCH

None

STAR ATTRACTION

IGNIS CONCEPT



THE Ignis might be hailed as a concept but deep down we know that it is a new production ready model which will take on the Renault Kwid in India. This macho looking hatch back will be launched in India soon. What will probably not make it to the production model are the fancy LED lights, DRLs and the chunky tyres and alloys. This should be Maruti-Suzuki's proverbial 'Diwali dhamaka' launch. Power will come from small litre-class engines. 🔄



Vitara Brezza

THE Vitara Brezza is Maruti-Suzuki's answer to the Hyundai Creta and the Renault Duster. This all new SUV, Vitara Brezza has been designed and engineered by the Maruti-Suzuki development teams led by the Chief Engineer CV Raman. Expect this particular vehicle to be the star attraction at the Expo. However this is a reveal and the SUV will be launched some time later this year. 🔄



Concept Baleno RS

THE Concept Baleno RS is a high performance vehicle with the 1.0 BOOSTERJET engine and even more edgy and sporty styling. The 1.0 BOOSTERJET, a newly developed direct-injection turbo engine should offer an exhilarating drive. The new engine punches far above its weight to deliver amazing power and road speed, for those who look for that additional zip in their drive. The company plans to gauge customer reactions and then head out to launch the same in India. 🔄





TVS has already revealed the new Victor 110 and the new Apache RTR 200 4V and at the Expo these two bikes will take centrestage. However the company will have a variety of concept bikes to enthral crowds. Prime amongst them is the TVS version of the BMW 310R, one of the most anticipated bikes for 2016. 🏍️

HALL 02 STALL
NUMBER PAVILION

www.tvsmotor.co.in

**EXPECTED
LAUNCH**

None

STAR ATTRACTION



Victor 110

THE Victor brand name was one of the most popular in the country and especially in the southern parts. However the company discontinued the bike due to age. Now TVS has brought back the same in form of the Victor 110. It offers a completely revamped design and also comes with a new engine. Disc brakes are also available. 🏍️



Apache RTR 200 V

WHEN it came to sporty bikes, the Apache series ruled roost in most parts. But the bike had started looking old and TVS has brought in the new generation version just in time. Available in a multitude of variants which are separated by tyres, brakes and fuel injection, the Apache is sure to be a crowd puller. We will not be surprised if we get to see even more variants at the Expo. So be sure to head out to the TVS display. 🏍️



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Poonam Sharma
-Group Director

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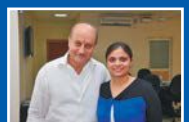
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FIRST DRIVE

Competition

Mahindra has launched the KUV 100 at a price point predominantly dominated by hatchbacks. So we find out how good this 'kool' utility vehicle is

PICTURES Pawan Dagia



check!



KUV 100 Petrol/Diesel

**Engine**

1.2-litre /
1.2-litre turbo diesel
Power 82bhp@5,500rpm/
77bhp@3,750rpm
Max torque
115Nm@3,500rpm/
190Nm@1,750rpm
Gearbox 5-speed



Wheelbase (mm) 2,385
LxWxH (mm)
3,675x1,715x1,655

**0-100kmph**

NA

Top speed

NA



Price Rs 4.45 to 5.99
lakh/Rs 5.25 lakh to 6.84
lakh (ex-Delhi)

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1. Six-seat variant has a back rest between front passengers, doubles up as an arm rest/cup holder when not in use.
2. Plenty of space for rear passengers, they get a centre arm rest and twin cupholders as well

Mahindra is one of those companies that loves to experiment. Going by this trend, the company has launched the KUV 100, a truly compact SUV which actually is set to take on hatchbacks in India. So basically instead of sticking to hatchbacks, one can buy an SUV for the same price. Clever we must say. But is this SUV as good?

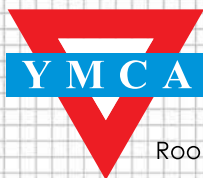
First and foremost the KUV 100 looks imposing right from the word go! The front end is typical Mahindra with a large two-tier bumper. The massive wraparound headlamps add to the flair of the KUV and to keep replacement costs low, it is created of multiple sections. Clever! In profile the KUV 100 stands tall and also offers a generous 180mm of ground clearance. Look closely and you will also spot that the rear door handle is mounted behind the rear windows. At the back the KUV looks like a hatchback. Large tail lamp units look good and overall we would say that it is a smart looker. But the other big thing about the KUV which you can't see is the fact that it is based on a monocoque chassis and this is Mahindra's second attempt at a monocoque after the XUV.

Much like the exteriors, the interiors are

unique as well. The KUV comes with a brand new dash and we are happy to report that the quality of plastic used is very good. The centre console houses the audio device (which connects to your phone via an app and conveys various info to the owner), the controls for the AC and also the gear lever. The instrument panel looks smart and offers plenty of info as well. Next to the new steering wheel on the dash resides controls for the ORVM and along with it comes a small glove box. There are many more storage options within the cabin in form of underseat bins and binnacles. The KUV comes with either a five or six seat layouts. Thanks to the flat floor, the six seater offers space to shove in the legs of the passenger sitting in the middle seat on the front row. The passenger also gets a lap belt. However if you don't have three up front, the backrest can be folded down and used as an arm rest. Clever tactics for sure! Getting in and out is easy thanks to the high seating and this is the case both up front and at the back. The boot offers 243-litres of space however the raked backrest of the rear seat hinders loading. On the downside, the rear seats do not offer a split but it can be folded down.

THE KUV 100 IS A UNIQUE PRODUCT - BE IT THE LOOK, THE DASH OR EVEN THE SEATS. BUT WILL IT BE ENOUGH TO HELP CARVE A NICHE, OR EVEN START A TREND?





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Likes
Lots of unique features, space, looks and price

Dislikes
Petrol engine not as refined

Under the hood, the KUV comes with a choice of 1.2-litre engines; one petrol and one diesel and Mahindra has christened them the mFalcon. This is also Mahindra's very first petrol engine. So let's start with that. The mFalcon G80 displaces 1,198cc and comes with dual variable valve timing. Power output is rated at 82bhp and torque output sits at 115Nm. At start, the engine does not feel as refined as one would expect but there is plenty of power on tap. Even after slowing down, the engine has ample grunt to pull up to speeds without the need of a downshift. Power delivery is linear too. On a straight the KUV got upto 100kmph with relative ease and adding to it is the gear-box which felt precise and rather easy to use. When it comes to fuel economy, the KUV 100 in petrol guise claims to offer 18.15kmpl with the usage of start/stop system.

The other engine here is the mFalcon D75 turbo-diesel which offers 77bhp and 190Nm of torque. Now Mahindra has been in the top of its

1. Unlike normal hatchbacks, the KUV comes with a dash mounted gear lever. This allows for a flat floor and the three seat layout up front. 2. The IP is new and looks smart. 3. Quality of switchgear is top class as well. 4. There are many clever stowage options all around the SUV





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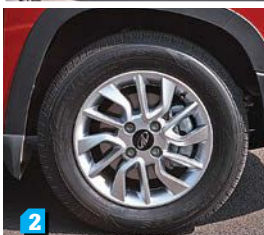
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1. Mahindra has done a good job with the 1.2-litre petrol engine. It lacks refinement, maybe a better NVH package will solve some issues there. 2. The alloy wheels look smart. 3. Versatility is the KUV 100's forte. Foldable seats work well. 4. The headlamp features a wrap around design, made of multiple sections to reduce replacement costs



THERE IS LITTLE TO DOUBT THAT THE KUV 100 IS A SMART LOOKING VEHICLE FROM MOST ANGLES

game when it comes to diesel motors and the D75 impresses too. There is plenty of torque on tap to allow the KUV to pull without the need of frequent shifts. But this is the case if the engine is kept in the right rev range. The diesel variant of the KUV also comes with multiple drive modes. Flick a switch on the dash and the KUV gets into Eco mode which allows better


fuel economy. Sure it does not feel as sprightly as being on normal mode, but Indians will love it because it enhances economy. Adding to the accolades is a phenomenal fuel economy claim of 25.3kmpl if you use the multi drive modes and start/stop.

The steering unit of the KUV is also well tuned. It does not feel dead and offers decent amount of feed-



back. This is one trait which we loved on the KUV.

We drove the car on the track only, over a surface that was relatively smooth. However under hard braking the KUV maintained composure and didn't roll and pitch much. But let's get it on the road for a better judgement of that.

Last but not the least is safety. We are happy to report that the KUV comes with ABS as standard across all variants. But the icing on the cake is that one can also spec the base variant of the KUV with two airbags, as they come as an optional extra across all the variants. This is a move which we welcome. 



COMPETITION CHECK



Hyundai i10 Grand

ENGINE 1.1-litre **POWER** 70bhp

TORQUE 160Nm **PRICE** ₹ upto 6.74 lakh



Maruti-Suzuki Swift

ENGINE 1.3-litre **POWER** 74bhp

TORQUE 190Nm **PRICE** ₹ upto 7.29 lakh



Ford Figo

ENGINE 1.2-litre **POWER** 87bhp

TORQUE 112Nm **PRICE** ₹ upto 6.47 lakh

VERDICT

The KUV 100 is no doubt unique. It comes with a sporty SUV-like design which is sure to appeal. The interiors are clever and the dash mounted gear lever might just spark a new trend. It is also easy to get into and opens up the possibility of having a flat floor and a three-seat layout up front. Sure the middle seat in the front is not as spacious but it works if you want another friend to tag along. Overall quality is also top class and better than the recently launched TUV 300. Engine wise the petrol is not a very refined unit, but the diesel is much better. Overall, with a rather interesting price, the KUV is surely one of the better Mahindras to buy.



Rahul Ghosh

Associate Editor

rahul.ghosh@intoday.com

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MODCAR TRENDZ



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Innova 7 seater



Innova Partition



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KIT CAR



FIRST DRIVE

Cream on **Chrome**

The powerhouse from America gets a lesson in style - still large and intimidating, it now oozes sophistication too. We find out just how impressive the all-new Ford Endeavour actually is

PICTURES Pawan Dagia



In brief, here's what the new Endeavour is – a ground up redesign that carries nothing forward from the old car. Except, the name stamped in chrome on the tailgate. At the other end of the car, it's all grille and sharp DRLs now, making for a face that got at least a dozen other motorists to stop, reverse and drool. The new car is about 150mm shorter from bumper to bumper but if you see the two side-by-side, you'd swear the new Endy is bigger. At the same time, clever design like the tapered window line, subtle surfacing effects and contrasting skid plates cover bulk.

Looking out the cabin, you don't feel the bulk either. Visibility is truly excellent and at the electronically-adjustable seat's highest to mid positions, you can spot the edges of the hood. Postbox-sized wing mirrors similarly have the rear covered. This makes judging distances in this 4.9m long SUV really much easier than it has a right to be. Helped by Ford's new SYNC2

entertainment system, which apart from excellent audio quality from the 10-speaker setup and connectivity options, also offers a rear parking camera and front and rear proximity sensors. Seating all around is on plush leather upholstered, well supported seats. Leather, of course, only on the Titanium variants but the feeling of comfort is expanded by the sheer adjustability of the seating. Second row passengers get sliding and reclining seats, further serviced by head-level vents with blower speed and temperature controls.

Steeping into the cabin with the engine running is almost like entering a vacuum chamber. Barely any engine noise or vibrations keep things classy. Ford's Active Noise cancelling tech has a huge hand to play here – mics inside the cabin monitor ambient noise and pipe in sound frequencies to cancel it – a segment first. The 2.2-litre mill works with the 6-speed auto reasonably well, with the box preferring short shifts



Likes

City-speed ride quality, well weighted steering, off-road cred, modern interiors



Dislikes

High speed ride just a little bouncy, interior plastics are all hard, scratchy surfaces

Ford Endeavour 2.2 4x2 AT



Engine

2.2-litre 4-cyl diesel

Power

160bhp@3,200rpm

Max torque

385Nm@1,600rpm

Gearbox

6-speed auto



Wheelbase (mm)

2850

LxWxH (mm)

4892x1860x1837



0-100kmph

NA

Top speed

NA



Price: Rs 26.2 lakh

(ex-Delhi)

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...THE CABIN MUST BE VACUUM SEALED! BARELY ANY ENGINE NOISE, OR VIBRATIONS, KEEP THINGS CLASSY IN THERE




1. Leather makes cabin feel upmarket.
2. SYNC2 home screen split into four quadrants.
3. Set cruise control from the wheel, convenient.
4. Not a big fan of the digital tachometer.
5. 450 litres with third row up, 700 litres with third row down and freight-train like 2000 litres with second row folded!
6. Fancy eight-way adjustable driver's seat.
7. Large rear A/C controls easy to use



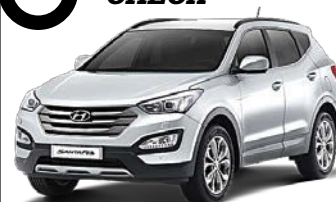
in the city. If you really step on it, you feel a pronounced stretching of gears from first to second to third but above 80kmph it builds speed strongly. The real plus, is that shifts from the 6R80 box are seamless and adapts to your driving style. Smooth move, Ford.

Ride is similarly smooth, well damped and generally a huge step forward for a ladder on frame construction. Credit must go to the Watts-linkage on the rear suspension (also in the new

Mustang and the Local Motor's Rally Fighter). It works by attaching the rear axle to the body at two opposing points, keeping the differential and axle centred through the range of suspension travel. Simply, no more side-to-side movement as you go over potholes, speed breakers or joints in the expressway. Throw in the light steering, minimal amounts of body roll and this means the new Endy drives almost as well as a monocoque-construction type SUV. 



COMPETITION CHECK



Hyundai Santa Fe 2WD AT

ENGINE 2.2-litre **POWER** 194bhp

TORQUE 437Nm **PRICE** ₹ 28.3 lakh



Toyota Fortuner 2WD AT

ENGINE 2.5-litre **POWER** 142bhp

TORQUE 360Nm **PRICE** ₹ 25.4 lakh



Mitsubishi Pajero Sport AT

ENGINE 2.5-litre **POWER** 176bhp

TORQUE 350Nm **PRICE** ₹ 25.4 lakh

VERDICT


This new Endeavour has been in development for close to five years with inputs from Ford's global teams. We think it's paid off, with the SUV now coming across like a truly sophisticated package. It's sharp and modern outside and inside, offers seven airbags, Ford's MyKey that restricts top speed and more electronic safety measures than I have the space to explain. It also drives exceedingly well for a ladder-on-frame type SUV, displaying road manners that will make you feel at home in it both in the city and on the highway. Efficiency should also be good considering it's low drag coefficient and smart gearbox. At the price it's selling at, the new Endy is going to win over many hearts.



Simran Rastogi

Senior Correspondent

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 @runsimrun

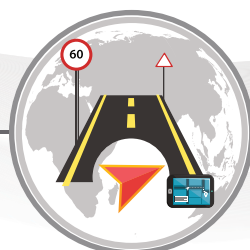
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NAVIGATION



Fireball

Audi is aiming to change the typical mundane, soccer-mom image of the estate wagon into a time warping fireball with the new RS6 Avant

PICTURES Pawan Dagia





It almost seems hilarious when you realise that Audi's most focussed sportscar is superseded by – wait for it – a station wagon. Yes, you read that right. The RS 6 Avant is what happens when the engineers at Audi's Quattro division realised that there's no space for the family in the R8. And for some strange reason, putting in 12 more horsepower than the previous generation R8 V10 Plus made even more sense. Well, at least I'd like to think that's what happened.

Ours is a country where station wagons have possibly appeared too utilitarian which is why they were never popular. But imagine the possibilities when you've got something as special as the Audi RS 6 Avant. You're not the attention seeker who wants to arrive at Page 3 parties in a flashy sportscar, neither do you like their obscenely provocative fanfare. You're a person who's an enthusiast, has the money to buy fast cars but likes to keep them understated, almost sleeper if you'd like. But you do enjoy the occasions when your neighbour takes out his Lamborghini Gallardo LP 550-2 Spyder, rolls the roof away and gets thoroughly embarrassed when you

out accelerate him in your 3.9 second dash to the ton. Voila, the RS6 Avant is what you're looking for. A match made in automotive heaven, I suppose.

This hue of red you see in the pictures is termed Misano red and that's the colour that your neighbours will bleed with envy. The exterior is gorgeous and I particularly appreciate the minimalist styling in typical Audi fashion. Clean lines, blacked-out trim and zero chrome all wrapped in a low slung body shell. Striking looks and a form that's completely functional. Lower yourself into the cabin and what you see is an interior that screams Audi. Draped in all black, leather abound with matte aluminium accents complete with sporty aluminium pedals and a flat-bottomed steering wheel.

Push the starter button and oh, that mad sound greets you. Pure, unadulterated (despite the twin-turbo) burble of the 4.0-litre V8 residing under the bonnet fills the cabin. This is the time when you should consider if the following drive is to be enjoyed in peace and serenity or to go all-out bonkers. If it's the former you wish for, the considerate boffins at Audi have put in

Audi RS6 Avant



Engine
4.0-litre turbo V8 TFSI
Power
560bhp@5,700rpm
Max torque
700Nm@1,750rpm
Gearbox
8-speed auto



Wheelbase (mm)
2,915
LxWxH (mm)
4,991x1,986x1,461



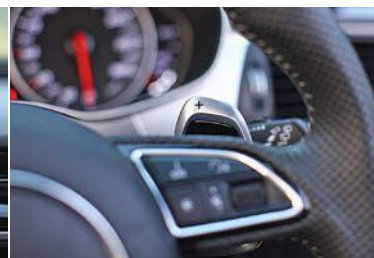
0-100kmph
3.9 seconds
Top speed
250kmph



Price: Rs 1.35 Crore
On sale now



1. The RS6's cabin is a premium place to be in, setting a benchmark in quality, fit and finish levels. 2. The full-digital LCD screen sitting beyond the steering wheel offers customisable layouts including an elaborate navigation screen in colour. 3. Audi's Drive Select offers a host of customisable vehicle settings to truly personalise comfort and performance. 4. Take control of the gearbox with the paddle shift to create a symphony of your own through the sports exhaust



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Likes

Mad power, frighteningly quick, lots of practicality



Dislikes

Over-assisted steering direct but reduces feel



G-FORCES PUSH YOU BACK INTO THE SEAT AS THE AVANT ACCELERATES WITH FEROCITY



That's 700Nm of torque from the 4.0-litre twin-turbo V8 being put down to the ground in a full-blown launch without any wheelspin at all, such is the grip generated by the RS6 and its Quattro AWD system




the Audi Drive Select which makes customising your drive an easy left-hand job, literally. Switch the exhaust to Comfort, leave the engine and air-suspension in Dynamic and enjoy a fast but silent ride. While at it, you can choose to play Beethoven's Moonlight Sonata on the Bose surround sound system and still not be bothered with the exhaust, not even with the optional sports exhaust (a must have extra!). If you think custom settings could get confusing, choose a preset mode or Auto and let the car to decide what's best according to the driving conditions. And all this while, the RS6 is busy saving the environment through its cylinder deactivation system. With four cylinders of the eight shut, the RS6 essentially becomes a four-cylinder car and hence delivers better efficiency. I even managed an average consumption of 12.1kmpl on a stretch of highway sitting at its legal



limit of 100kmph.

If things have got boring and you find that the octane-fuelled nutter inside you has subconsciously made the revs climb to 4,000 then you're in for another surprise. Post that comes in an avalanche of torque. G-forces push you back into the seat as the Avant accelerates with ferocity. The speed at which the 8-ratio ZF transmission keeps up is even more surprising. This is not a DSG contrary to popular belief and ZF claims that this Tiptronic shifts faster and is more efficient. This is a mighty quick beast of an engine. But it's not all brute force. There's a fair bit of Teutonic engineering that has gone into putting the power down to the road. The RS6 Avant is equipped with Audi's Quattro all-wheel-drive system which transfers torque away from

the wheel with the least traction to the one with the most. What this means is that there's leech-like grip in any condition and a freak winter downpour presented the perfect opportunity to test this. Gearbox in Sport and Drive Select set to Dynamic, even flooring the throttle only resulted in mild squirming while the tyres fought for grip. Dry conditions the day after proved just how much grip the chassis and suspension could generate in corners, with Quattro making sure that rubber is not being wasted in wheel-spins. It'll really require the safety of a track to push the RS6 to its grip limits and get the car out of line. Just remember to keep the wife, kids and dogs always strapped in and away from the expansive 565-litre boot and you should be alright hooning around. 



COMPETITION CHECK



Mercedes-Benz E 63 AMG

ENGINE 5.5-litre **POWER** 557bhp

TORQUE 320Nm **PRICE** ₹ 1.29 Crore



BMW M5

ENGINE 4.4-litre **POWER** 560bhp

TORQUE 680Nm **PRICE** ₹ upto 1.30 Crore

VERDICT

Now this is the hard part, justifying the one crore plus price tag for a sports car in the guise of a practical estate. But why wouldn't you want it? Behind the power fiesta that the RS6 cooks up, there's also a fair bit of daily-drivable road car underneath. The versatility that the COD tech along with adjustable air suspension and entire 1,680 litres of usable space, is unmatched by any car producing the same amount of power. It is completely possible to drive it on regular roads with the adjustable ride height and suspension, without breaking your back. The only deal breaker can be the lack of driver involvement because the steering lacks feel but then, roller coasters are still fun. And no, you can't have one as a saloon.



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PICTURES Pawan Dagia



Here comes the Sun

“
THERE'S
MORE
MASCULINITY
IN THE
DESIGN, MORE
AGGRESSION
AND A LOT
MORE FINESSE

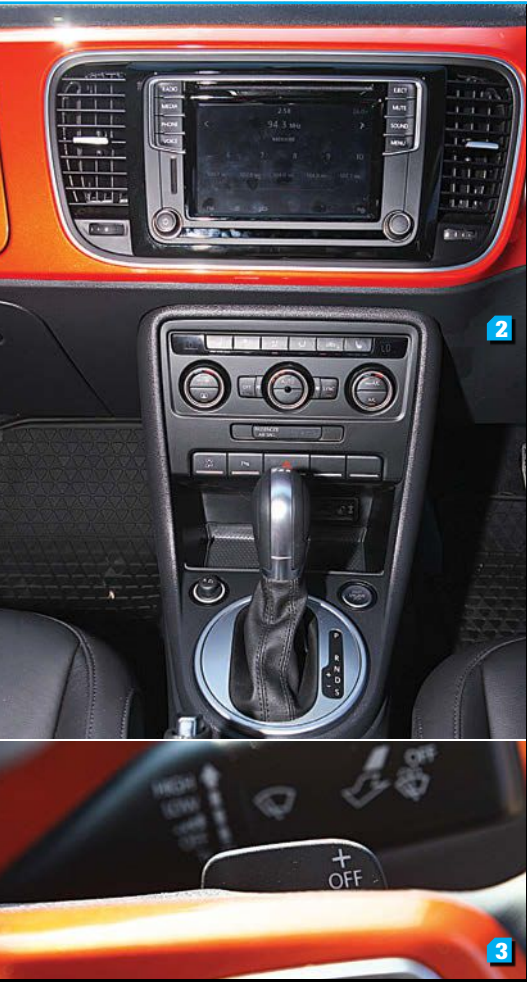
The flower children of the 60s had to grow up. They got long sleeves to cover up tattoos, they finally showered, to cover up the smell of disenchantment and when pushed to the wall of the employment office, they got haircuts. Except one. The Beetle. When production stopped all over the world, it continued on in a factory in Mexico till 2003. A few years before that, in 1997, designers cooked up the 'New Beetle', based on the VW A4 platform and sold it alongside the old one, to hippies holding onto their youth. The design dragged on till 2011 with little to no changes and strangely never approached the



Peace, love and understanding - The new Beetle has grown out of its hippie lifestyle into, well, a yuppie's lifestyle tool. We aren't complaining

success of the original.

Designers went back to the drawing board with the most recognizable shape in history. What they came up with was this, the 'New' Beetle. Or as it's lovingly referred to in press releases, the 21st Century Beetle, which has finally made its way to India having been available internationally for a while now. Sharing the VW A5 platform with the Jetta, the new car adds a little more masculinity to the design, a little more aggression and a lot more finesse. In some ways, it's closer to the original, with the fenders cutting a longer arc with a softer curve, while the roof has been flat-



tened. In profile, it's now more lemon and less lime (look up the difference, it's fascinating). They've also added a rear tailgate spoiler to mimic the look of the rain deflectors that people used to install over the engine vents of the old Beetle. From the right angle, it makes the rear look almost like a Porsche 997 with a ducktail kit. The headlights are bi-xenons and have further been freshened up with LED 'look-at-me' daytime running lights. The faux running boards below the door sill have a chrome liner, as do the bottom window liner. The only out of place element to me, are the chrome ORVMs that would look more at home on a Jetta, which is where I think they're been lifted from. And maybe, the 16-inch wheels that again don't quite match the personality of the car.

Inside, you first notice the body-colour accents. A retro touch, riffing the original Beetle's metal dash and door, while there's unfortunately hard plastics everywhere else. There's an upper glove box, which is tiny and a lower glove box, which is large. The dials, knobs, switches, buttons and entertainment system are typical VW, which means they feel quality but it's all also very unexciting. For a fun lifestyle car, the interior sends out mixed messages. Likewise, the knob for reclining your seat doesn't feel premium, neither does the lumbar support lever that only gives too much or too little. Visibility is great, until you look at the rear view mirror and realise it's about an inch

Volkswagen Beetle



Engine

1.4-litre 4-cyl TSI
Power
150bhp@5,000rpm
Max torque
250Nm@1,500rpm
Gearbox
7-spd DSG auto



Wheelbase (mm)

2524

LxWxH (mm)

4278x1808x1486



0-100kmph

NA

Top speed

NA



Price: Rs 28.7 lakh
(ex-Mumbai)

On sale Now

1. Digital display toggles between avg efficiency, distance to empty and more. 2. Centre console looks uninspired. 3. Seven speed DSG comes with oh-so-magical paddles





COMPETITION CHECK



MINI Cooper D 3-Door

ENGINE 1.5-litre **POWER** 114bhp
TORQUE 270Nm **PRICE** ₹ 28.50 lakh



Abarth 595 Competizione

ENGINE 1.4-litre **POWER** 160bhp
TORQUE 230Nm **PRICE** ₹ 29.8 lakh

short and you can't really tell where the sloping fenders end. Redemption comes in the sumptuous leather upholstery and the fact that though the rear seats look like punishment for adults, our average-height cameraman climbed out after a two-hour drive with no complaints. Coupled with the boot space, the Beetle suddenly starts to look more practical than its shape would suggest.

The most powerful 1.4-litre engine on sale in the country, the TSI motor is a gem. Power builds quickly to its 6,200rpm limiter and that impressive torque makes for great low and mid-range performance. The specs reveal that max torque

is spread from 1,500rpm to 3,500rpm. And if you can resist the temptation to redline your Bug, you could theoretically come close to the ARAI claimed efficiency figure of 17.7kmpl while still managing to outrun most traffic. Especially if you leave the seven-speed DSG in its D mode, it keeps the engine feeling unstressed. At 100kmph on the highway, the engine is barely at 2,000rpm, around 500 revs lower than similar sized petrol engines at similar speeds. In fact, the Beetle feels like it could manage high three-digit speeds forever.

Flick the DSG left into full manual and the beauty of the engine-gearbox comes alive. Up-

UPSHIFTS ARE INSTANT AND
DOWNSHIFTS ARE ONLY HELD BACK BY
HOW QUICKLY YOU CAN PULL THE LEFT-
PADDLE TOWARDS YOU

1. Unlike the classic Beetle, no engine in the boot. And unlike the previous gen, boot actually usable now, with 300 litres or up to 900 litres with the seats folded.
2. No turbo lag felt from the strong TSI motor



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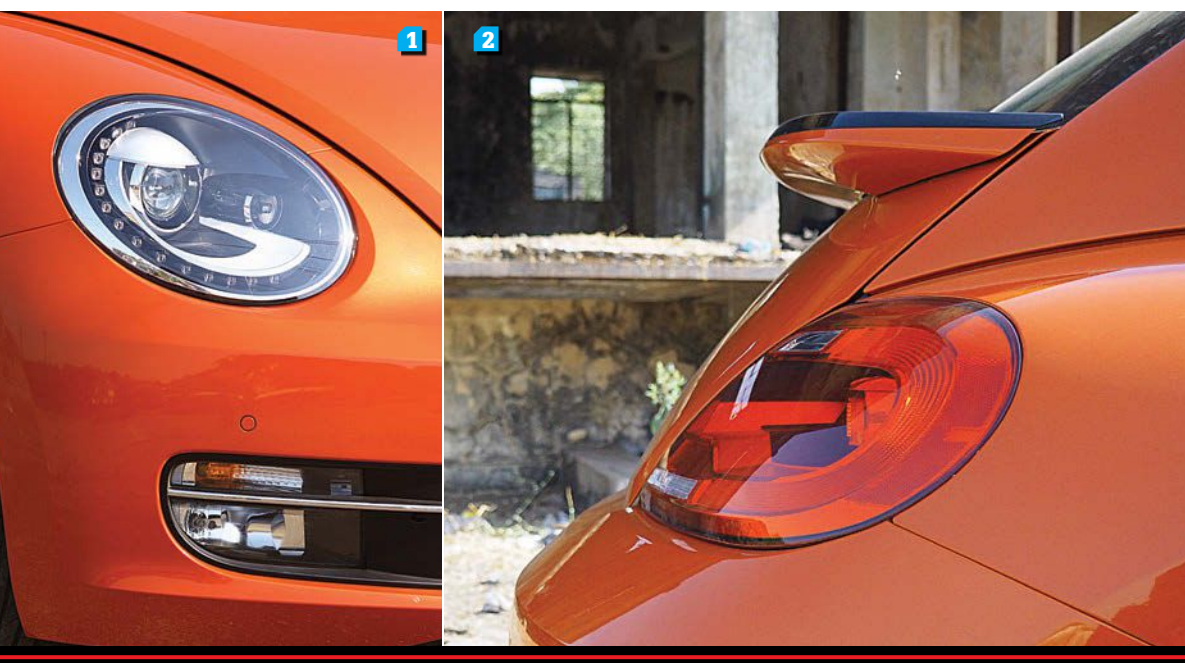
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1. LEDs lined up in a crescent, light up the face of the Beetle. 2. Favourite angle of the car, strong hints of classic ducktail here



Likes

Impressive driving dynamics, instantly recognisable looks



Dislikes

Feel at the brake pedal, colourful interior doesn't make it exciting

VERDICT

Lifestyle products have their pros and cons. At the expense of design, other things often take a back seat like practicality or usefulness. And that's where the Beetle genuinely surprises. It's got seating for four in a pinch, space for a long weekend's worth of luggage and drive that will make you smile. For a premium hatch with character, you can't do much better than a Beetle.

shifts are instant and downshifts are only held back by how quickly you can pull the left-paddle towards you. It will kickdown up to three gears on its own in either D or S mode but where's the fun in that? Braking from speed into a corner needs a firm foot on the pedal. It's like the brakes are perfectly modulated at city speeds but when you're heading for the wrong side of a corner, the pedal keeps going almost to the stop before it bites. Figuring this out took a while and I quite accidentally found that the Beetle has surprising amounts of grip. The firm ride over potholes, flattens out body roll in corners and lets you chuck the car into corners with

the tyres holding on in mildly-silent protest. A big surprise because any tyre with flowers imprinted on the sidewall, like these Hankook Kinergy Ecos, doesn't really beg confidence. Curbing fun out of corners is traction control that can't be switched off. Most people won't mind the the steering vagueness at centre because it's otherwise direct. The wheel does load up very nicely into corners though and requires only slight inputs to change direction mid-corner. Quite like the new direction the Beetle has taken, it's the sum of the changes that take it from a quirky car with a history hangover to a style statement with real substance.



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- A Strong RnD Center for Product Innovation and Conceptualization
- We are equipped with 5 CNC Auto Cutters for precision in our Cutting
- Our Superior Stitching Machinery now involves Durkopp Adler (**Germany**) and Seiko (**Japan**)
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- We are now ISO/TS **16949** Certified



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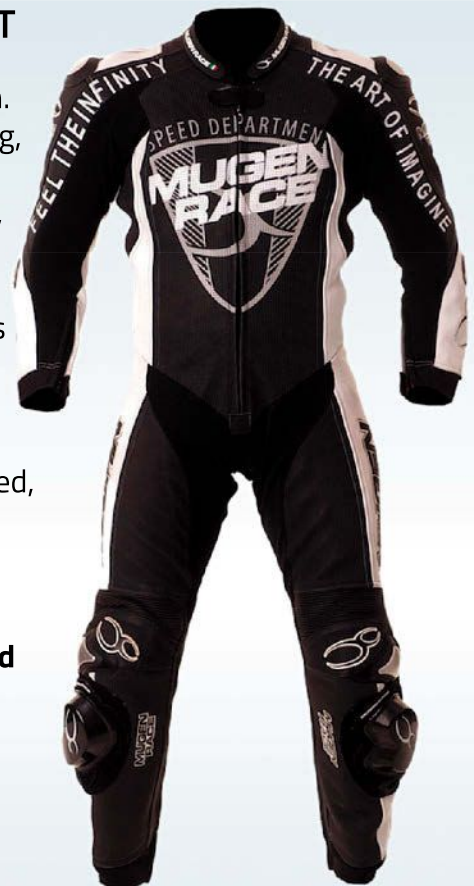
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FIRST DRIVE

PICTURES Pawan Dagia



Ready for rampage

We drive Lamborghini's Huracan at the Buddh International Circuit. So do not expect a story which is slow by any means

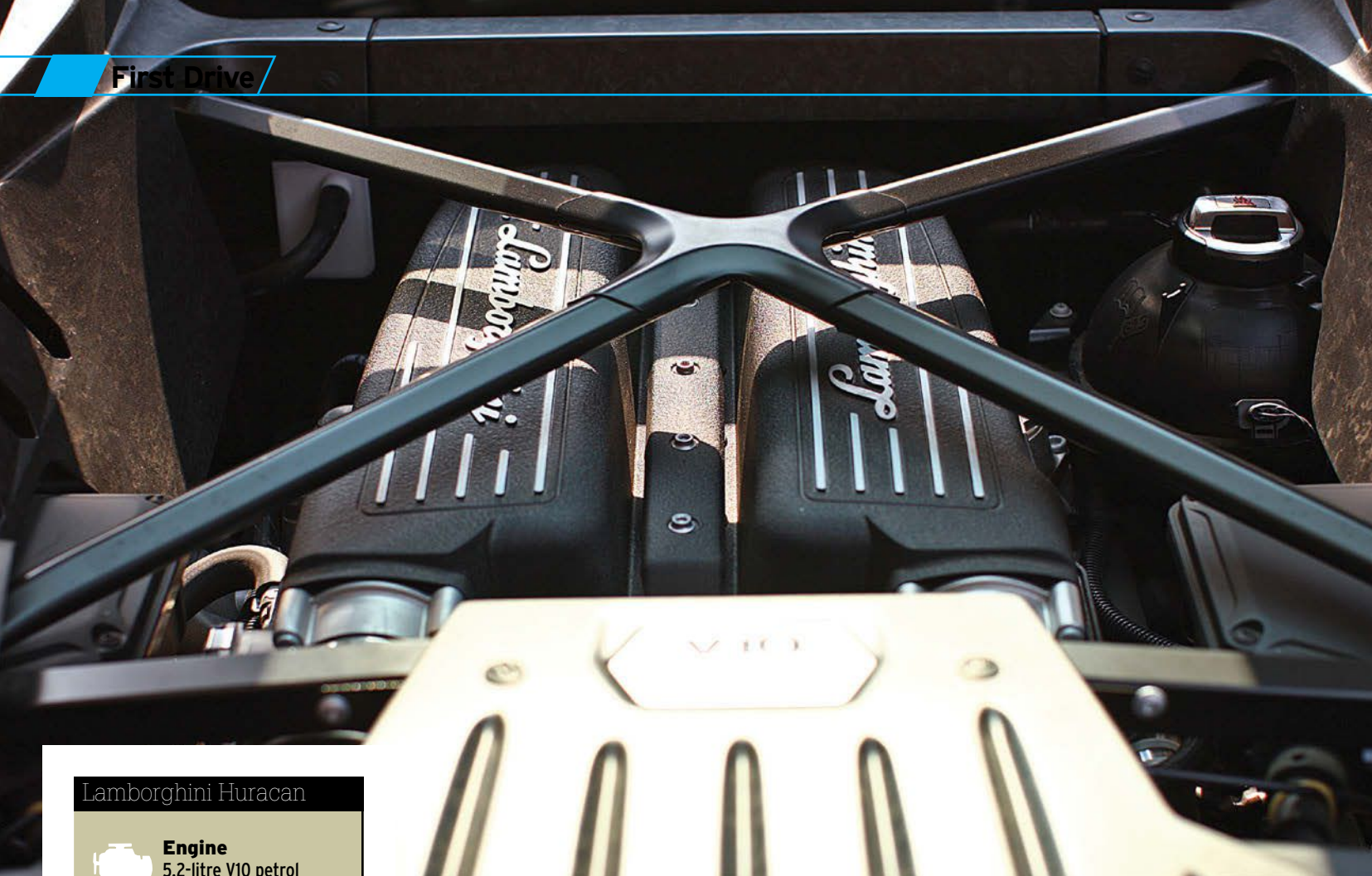
As kids, one of my favourite pastimes was to mess up the pristine walls in my room. For me, being a petrol head, that meant posters of either American muscle or Italian exotics. Now years after getting hammered by my parents for all the posters, it's about time that we met our childhood hero, the Lamborghini. This time round it is the new Lamborghini Huracan LP610-4, the successor to the Gallardo and what better place than the Buddh International Circuit to try it out.

A bright sunny day it is and in front stood the beast in a typical Lambo shade of orange. First and foremost the Huracan looks a little sedate and that is surely something which Lambo fans will attack me for. But true it is. Try to

“

JUST ONE
LOOK IS
MORE THAN
ENOUGH TO
FALL IN LOVE
ALL OVER
AGAIN





Lamborghini Huracan



Engine
5.2-litre V10 petrol
Power 610bhp
@8,250rpm
Max torque 560Nm
@6,500rpm
Gearbox
7-spd DCT auto



Wheelbase (mm)
2,620
LxWxH (mm)
4,459x2,236x1,165



0-100kmph
3.2 seconds
Top speed
325kmph



Price: Rs 3.4 crore
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THE MASSIVE ENGINE IS ART IN ITSELF. IT NOT JUST LOOKS GREAT, IT SOUNDS GREAT TOO



The 5.2-litre engine is a tower of power and can hurl this beast to 200kmph in a claimed 9.9 seconds and features cylinder deactivation tech. Grip levels on this AWD version are great



look at the previous cars right from the Countach to the Reventon. They had some amount of madness built into them and that is what made them special. The Huracan for that matter ticks most of the right boxes.

The front end is as slick as it can get and all for aerodynamics which allows this massive car to slice through air with relative ease. The headlamps fit flush and have integrated day time lights. Point to note here is that they don't pop open or something. They are top of the line lamps but that's it. In profile the Huracan looks purposeful. Those massive 245/30 R20 tyres at the front and 305/30 R20 at the back scream "Don't mess with me". But again, the doors do not swing up but open in a regular manner. While it was fine in any other car, in a Lambo we would have loved to see something special. At the back though is where the meaty bits reside. The LED lamps look smart but what is even more scintillating is to peep into the boot to see that brilliantly crafted 5.2-litre motor. It is such a piece of art complete with braces which ensure rigidity. What you can't see here is the fact that the Huracan is made of a mix aluminium and carbon fibre. All in all, use of lightweight materials have ensured that the Huracan weighs just 1,422kg. When it comes to practicality, under the bonnet there is a small bin to store your

weekend luggage or as we had in our car, a cover.

Inside though is where the Huracan gets much better once you have managed to slide into the seat. The two-tone treatment looks rather sporty and material used is top class. One can also choose from a multitude of materials to deck up the interiors. The theme of a jet fighter is ever so prevalent inside the cabin. The instrument panel to start with is all-digital with the rev counter sitting smack bang in the middle. One can also tune it to one's exact requirements. Supercool! The centre console starts with a trio of gauges and is then followed up by toggle switches. The starter button is the icing on the cake and requires one to flip up a cover to reach the shiny red button. Be careful of what you are doing, it suggests! The steering wheel too is nothing short of a work of art! Flat bottomed, it's brilliant to hold. But it is also a techno-marvel. It houses a plethora of buttons. Lamborghini has also eradicated the steering column mounted stalks and incorporated functions like indicators, flashers and wiper controls on the steering wheel. This ensures that there is no 'fumble' involved while one punches through the paddle shifters.

Sitting behind the driver is the massive 5.2-litre V10 motor coupled to a 7-speed dual clutch transmission. The 2016 Huracan comes with a lot

The massive carbon ceramic brakes are quite a sight. But more than that they really haul the Lambo down hard

Likes

Performance, interiors, features, handling

Dislikes

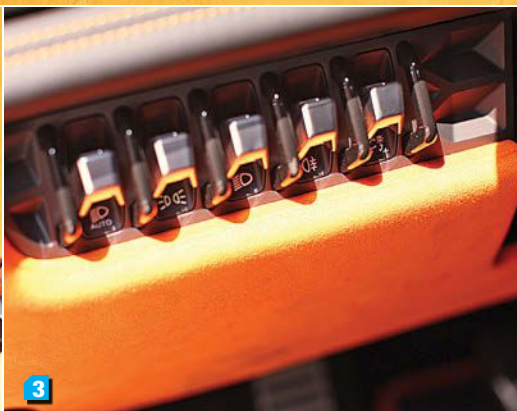
Not as mental to look at as previous Lambos



1



2



3

1. Two-tone dash treatment looks just brilliant. 2. The fighter jet type switches add to the overall feel of the car. 3. No more column mounted stalks! 4, 5 & 6. The indicator and light controls are deployed on the steering itself. Mode controls on the steering too



4



5



6




THIS HURACAN MUCH LIKE ITS PREDECESSORS HAS THE KNACK OF STICKING TIGHT TO THE TARMAC. WE LOVE SUCH TRAITS

of tech. The engine features cylinder deactivation technology. When full power is not required, five of the ten cylinders are temporarily deactivated by switching off one cylinder bank. When the driver accelerates, the system switches back instantaneously to ten-cylinder mode, while being virtually impossible to detect by the driver. This feature reduces fuel consumption and CO2 to 283g/km. But there is no way we would let that happen on the Buddh International circuit.

An angry growl is how we can describe the start-up of this engine. The exhaust note is equally roty and a joy to hear. We drive out of the pitlane at a controlled speed and once on the track, give it a bit of throttle as the massive hulk lurches forward. Let go of the accelerator and the feeling is much like trying to reel in an angry bull. On the back straight though, there is nothing which can hinder the pure bliss of putting pedal to metal (or in this case carbon fibre). The Huracan screams past the 100kmph mark in what seems like no time at all and by the time we were half way onto the straight, the speedo was indicating close to 200kmph. Even at this speed, all four Pirellis are firmly leeches onto the tarmac. With the corner coming we hit the brakes hard. The

massive calipers bite in with ferocious instincts and helping the system was a fair bit of engine braking thanks to quick downshifts. Turn in and steering feels as precise as the proverbial go-kart. The thing turns direction like crazy and in no time we are into the 'S' bends caressing the apex with precision. The fun though is on the main straight where once again you are going full clip. Closing in on over 250kmph, the Huracan seems to be truly churning a storm. What's even more fun is to hear the overrun. Words cannot describe the crackle and explosions from the exhaust. We just loved it and would prefer it more than any top of the line audio system.

Last but not the least, the Huracan is a worthy nametag for this supercar. Sure it goes like a storm and has a command over the road like mythological characters had over most beings. It is also capable like the Gerstlauer Euro-Fighter model roller coaster at the Belantis amusement park and at the same time has the capability of blowing competition out of the water much like a Mexican Navy missile boat. Confused about what this has to do with a Lamborghini? Why don't you just Google 'Huracan' and see what all it means. Till then, our final AUTO TODAY verdict should keep you satisfied. 

VERDICT

Jokes apart, there is little to doubt the fact that much like its predecessors, the Huracan too is a technological marvel. It offers crisp and exciting performance and at the same time the jet fighter theme keeps occupants engrossed. But the best way to savour such a car is to drive fast at a track day and not some expressway.



Rahul Ghosh

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Mountain madness

From the Himalayas in the north of India, the Great India Drive follows the mountain range as it emerges in the north-east after traversing the length of Nepal, which we avoided due to the unrest. Karan Mathur and Kshitij Sharma narrate the experience

PICTURES Pawan Dagia





MAP NOT TO SCALE



ENROUTE DARJEELING, THE ROAD TRANSFORMED FROM MUTI-LANE HIGHWAYS TO SNAKING UPHILL CLIMBS IN THE BLINK OF AN EYE

After the harsh and unforgiving terrain of Ladakh, the Creta Great India Drive sets course due east and heads towards the last surviving monarchy of Asia, Bhutan.

After being caught for days in snowstorms in the unforgiving Himalayas in the north of India, the crew for our Creta 'Great India Drive' finally entered Delhi battered and tired but with spirits still high. Although our plan of tracing the majestic Himalayan

mountain range was interrupted due to the unrest in Nepal, we planned to catch up with the mountain range as it re-entered India in the north-east. Plans were made and a route chalked out, with the starting point of leg 2 of the drive being set as Bagdogra in West Bengal. The only problem was that between us and Bagdogra lay 1450km.

We started in Uttar Pradesh, crossing the entire length of the vast state, before entering Bihar and finally getting into West Ben-

gal. The way didn't prove to be much of a challenge for the Creta as the roads in Bihar turned out to be good and more importantly, traffic free. The journey was taken care of with just an overnight stop on the way. From Bagdogra we were headed to Sikkim but decided to take in the sights of Darjeeling on the way. The roads transformed from multi-lane highways to snaking uphill climbs in the blink of an eye, specially because we decided to take the scenic route through the



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1. The locomotives of the famous 'toy train' prepare to leave the station in Darjeeling 2. The Hyundai Creta was an eager performer through every uphill section of the roads weaving their way to Sikkim and beyond 3&4. Native faces and places of the North-East are warm, hard working and extremely hospitable

TIME SEEMED TO PASS US BY, WE WERE TOO BUSY STRAINING OUR NECKS AND BODIES TRYING TO GET THAT LAST GLANCE OF THE PREVIOUS VALLEY OR ROCK FACE

tea gardens at Pankhabari. Since this is not the main route to Darjeeling, we seldom came across other vehicles and it gave us a good opportunity to re-acquaint ourselves with the hill-climbing abilities of the Creta. The next morning, before setting off into the heart of Sikkim, our priority was meeting up with the famous narrow gauge Darjeeling Himalayan Railway, more popularly known as the toy train. Everyone had a mix of fascination and admiration for the experience and the locomotives, which were built between 1879 and 1881. It was a surreal experience sharing the road with a train which weaved in and out of traffic as we raced the toy train from Ghoom to the main Darjeeling railway station at the high speeds bordering 20kmph. Unfortunately, the drive is not as romantic as they seem to make it in the movies. This probably because

of heavy traffic and a lot of urbanisation on the way as well. Seldom did we get to see the lush green tea gardens on this stretch of the drive.

But most of our excitement and high spirits were washed away at the Sikkim border, which is marked by a river. The suspension bridge over the river was missing a few steel panels, with traffic piled up on either side. Fortunately workers mended the panels and dragged them back to fill the gaping holes quite quickly but we'd still remained stationary for more than three hours. One huge steel panel was flattened into shape and then dragged and put over the gaping hole in the bridge and we were finally able to cross over into Sikkim and headed straight towards the quaint town of Yuksom. The sheer beauty of the entire region was so breathtaking that the episode at the

1. Darjeeling bustling with locals and we were loving every bit, there was never a dull moment 2. The road to Yuksom tested our vehicles mettle in every way possible, be it crowded streets or broken tarmac



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1. The road to enter the state of Sikkim was clogged for three hours, waiting for a broken bridge to be mended
2. The aforementioned bridge was finally opened after the maintenance workers toiled away fixing the damage
3. The Hyundai Creta finally gets on the just repaired bridge towards Sikkim.

bridge seemed like a distant memory.

To make up for lost time we would have to buckle up early before heading out for Gangtok, our target destination for the day, with a stop to catch a glimpse of the Kanchenjunga peak, of which there are good views to be had from Pelling town. En route, the majestic Kanchenjunga Falls is too good a sight to miss. On our way down, we even visited the tranquil confines of the Pemayangtse Monastery before heading off to Ravangla. The Creta was taking in all that Sikkim had to throw at it in its stride. The 1.6 diesel mill sang along merrily and the 6-speed auto transmission joining in for the chorus, it had its delays on the get-go but brings in the power strongly after that point. The main attraction at Ravangla is the Buddha Park and Gonjang

Monastery. We finished filming duties but followed up with a moment of silence, everyone praying for a successful and safe journey ahead. The park itself is immaculately kept, neat and clean, an oasis in the dust and dirt that abounds in these busy north east towns.

We got into Gangtok at rush hour traffic time in the evening but snaking roads proved to be no challenge for the Creta. With a light steering, comfortable seats, good brakes and an automatic gearbox, it proved to be a good mountain city car. The next morning saw us having an earlier start





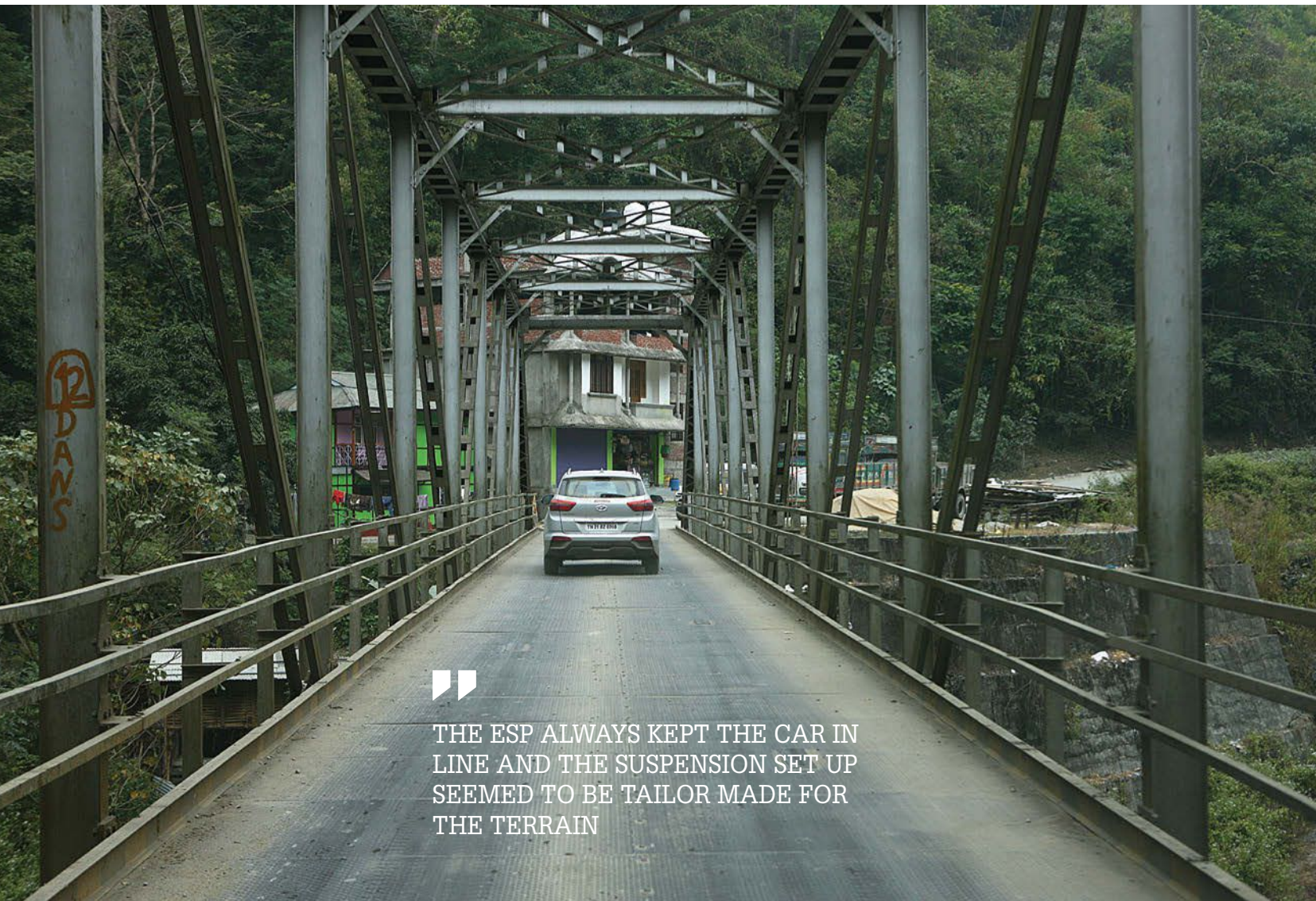
1. The gates at the Sikkim-WB border had carvings harking back to their heritage 2. Security here was tight yet very friendly 3. Open-fire cooked meals taste the best. 4. Sikkim greets the Creta 5. Road workers made sure traffic didn't pile up

than usual, the reason being the numerous places we wanted to visit in and around Gangtok including the Rumtek Monastery and then staring the mad-dash back to Sevoke to make our way to the entry point to Bhutan.

The destination for the day was Jaigaon, on mostly unlit but smooth tarmac. The distance seemed to fly past in and post an overnight halt in Jaigaon, the team rolled into the open Bhutanese border at Phuentsholing. With permits and formalities done in under an hour, we headed straight towards the Bhutanese capital, Thimphu.

The roads of Bhutan are like a never ending roller coaster ride, narrow but as smooth as a baby's bottom, for the most part. The traffic too is orderly, everyone gives you the right of way and the only time you have to honk is on blind turns. The Himalayas towered over us with the road snaking through the heart of the range, and one could see the entire path up the mountains from the base and most of the way till Thimphu. To call the drive to Thimphu beautiful would be an understatement. The road broadened about 30km from Thimphu and the compact SUV showed its true colours. The ESP always kept the car in line and the suspension setup seemed to be tailor made for the terrain, the crossover simply flowed from one corner to the next, eating them





THE ESP ALWAYS KEPT THE CAR IN LINE AND THE SUSPENSION SET UP SEEMED TO BE TAILOR MADE FOR THE TERRAIN



4

up like a hungry Rottweiler attacking his lunch until we parked up in the Bhutanese capital.

Thimphu turned out to be a quaint city cradled in the arms of the mighty mountain range. The people were warm and welcoming but the temperature simply wasn't, with average temperatures nudging -2 degrees. Of the three days we spent in Bhutan, every morning we would find the Creta covered in frost yet the Hyundai never faltered to start even once. Even in these frigid conditions at the onset of winters, the Creta always came to life without being called twice.

Unlike most days we had a rather relaxed start and we decided to go around Thimphu for a day as the permits for our next destination, Punakha, would take a day. When in the capital, a visit to the Shakyamuni Dordenma Buddha statue is imperative. Though the statue has been recently completed, it is said that renowned yogi Sonam Zangpo prophesised that a Padmasambhava statue of Buddha will be erected in the 20th century and cast its blessings. The statue stands at 169ft tall and is built with bronze and gilded gold.

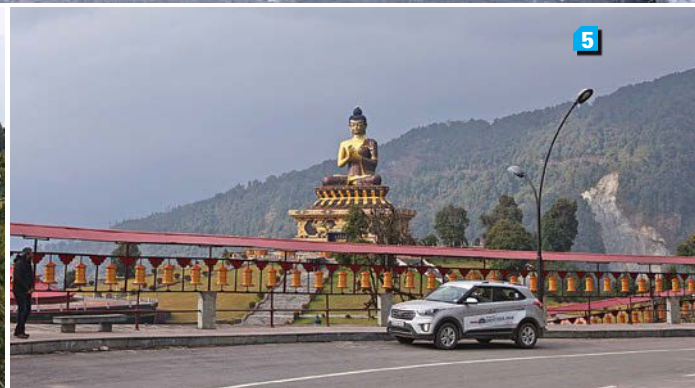
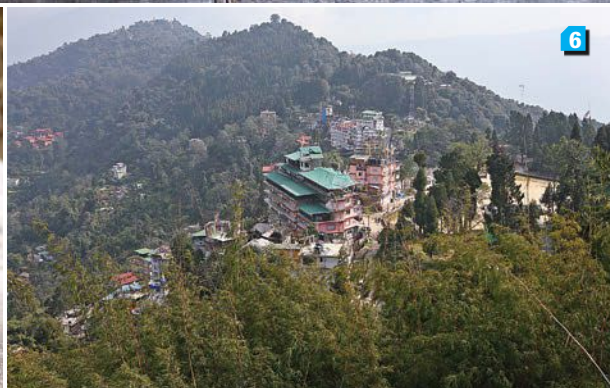
To go beyond Thimphu you need permits for everywhere barring Paro and upon learning that the road to Punakha was particularly bad we decided that that's where we would go. As we ignored the warnings, we dis-

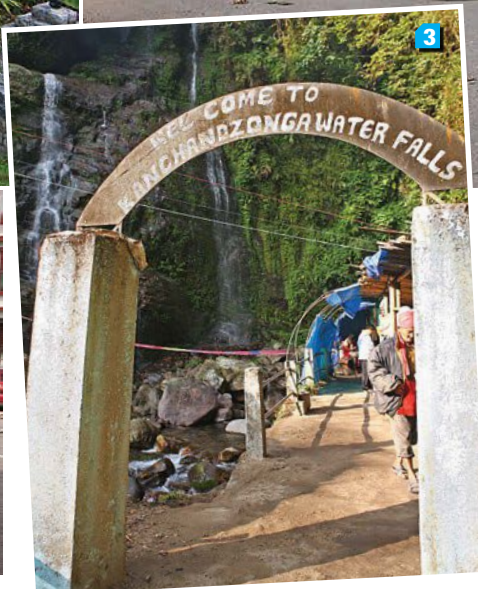
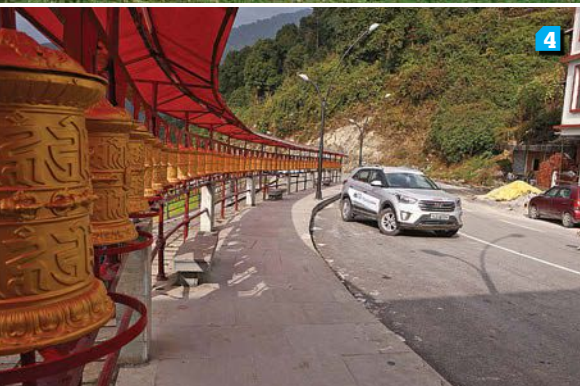


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THE SHEER SIGHTS OF THE ENTIRE REGION WERE TRULY BREATHTAKING AND OUR CHARIOT ALWAYS SOLDIERED ON WITHOUT ANY FUSS OR DRAMA





1. The Creta in Yuksom, waiting to start the day with a big smile 2. Tiny waterfalls flowing from the Himalayas make great backgrounds 3. The Kanchenjunga water falls made for a great spot to take a little breather enroute Pelling 4. Ravangla had a peaceful aura and spinning the prayer wheels was on the crews to-do list from the start 5. It is also the home to a 103-foot statue of Buddha completed in 2013 6. Pelling, seen here from a great view.



1. A grand entrance into the beautiful city of Thimpu 2. Prayer flags hang proud in Pelling 3. Snow covered cypress trees at the Dochula pass 4&5. Gross National Happiness index has replaced Gross National Product



covered the entire 70km stretch was covered in mud, littered with nasty undulations and blind turns suddenly ending in landslides. The Creta performed great here too. The suspension soaked most of the bumps and even the ones that caught us off guard were dealt with without much fuss. The gearbox was in a constant battle with elevation but the ride quality kept frowns at bay. After just 30km we pulled up at the Dochula Pass. It is at a height of 10,200 meters and home to 108 memorial Chortens or stupas nestled amidst the frost laden cypress trees. On reaching Bhutan's old capital, we were welcomed by the sight of the beautiful Punakha Dzong. A Dzong is a fortress or a castle. Built in the early 17th century and on the banks of the Mo Chuu and Po Chhu rivers, it was the first Dzong built in unified Bhutan and is second both in terms of size and age.

Next and final stop on our list was Paro but before that we decided to head to Chelela, the pass through which has the highest motorable road in Bhutan. The road was narrow with snow and ice covering the last 30km ascent to the top. But even here the Creta performed flawlessly, the engine never ran out of torque, the hill start assist was practically god sent for the changes in elevation were severe and the ESP seemed to be working overtime to get us to the top safe and sound. If you're in Paro, visiting the Paro Taktsang or the Tiger's nest as it is better known is a must. It is the oldest monastery of Bhutan. It was built in 1692 and stands 900m vertically off the ground. It is the most sacred pilgrim destination for all Bhuta-



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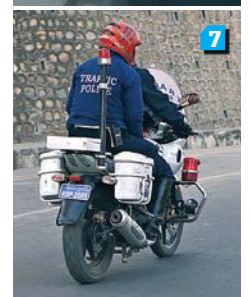


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1. The Dochula Pass was home to 108 chortens 2. Memorial Chorten is a must see for everyone 3. You don't have to travel too far for a great view 4. Only a few flights can land in Paro 5. Thimpu cradled in a valley 6&7. Help was never too far away



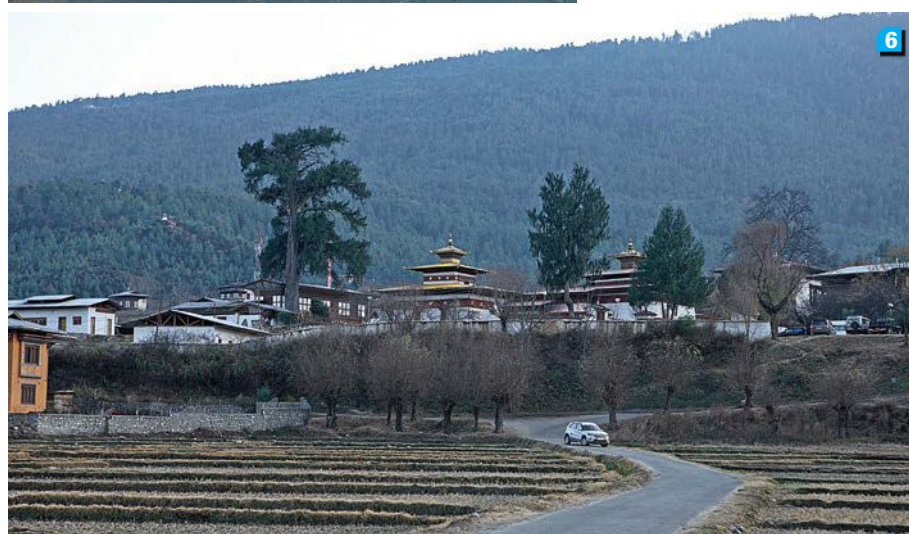
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1. Rinpung Dzong, built in 1646 2. The valley which nestles Paro city 3&4. We visited the tigers nest and tasted local culture 5. Paro town was bustling yet quaint 6. Monastery enroute Drukgyel Dzong 7. Tradition way of carrying Bhutanese children



nese people. Legend says Guru Rinpoche arrived here on a tigress' back hence the name. The three hour trek to the monastery is not for the lazy and faint hearted. And Paro airport is another wonder, harking back to the early days of aviation it seems. The main road runs parallel to the run way and when ever there is an aircraft landing or taking off, the traffic is stopped to allow the aircraft to make an unhindered landing or take-off. It is just like the railway crossings where traffic is stopped for the train to pass.

At the end of the day the team seemed happy and everyone would've loved to stay longer but the next day the team bid goodbye to the beautiful city of Paro. Now all that was left was the drive back, all the way to Delhi. 🔄



THAR

**" THAT GOES PRACTICAL
WITH EMT FREEDOM TOP "**

Removable Driver and Co-Driver Top

Removable Rear Top



The THAR FREEDOM TOP by EMT is all ready to set you free: A wonderful crafted three piece hard top for the versatile Mahindra Thar. A product which is manufactured from high grade, light weight fibre glass reinforced plastic. High quality material combined with highly skilled craftsmanship ensures a fit and finish which is at par and may even surpass industry standards. This top lets you convert the vehicle from fully enclosed heat, dust and rain free cocoon to an open top wind in the hair experience in matter of minutes. Option one is to open the two front removable sections, which can then be stored in the vehicle itself. All it takes is a flick of four levers and unscrewing of two easy to hold fastener handles to enjoy the sunshine and fresh air in an appealing semi convertible format.

The second option is to remove the rear section: this also is easy and will require a simple wrench to unscrew few fasteners. Now you have a completely open top JEEP which is ready to take you places. The vehicle has a completely reworked body with newly designed bumpers, radiator grill, bonnet, fender flares, new curved windscreen, led lighting and an amazing matte finish paintjob. Other highlights are individual front facing rear passenger seats, a robust roll cage covered in padded art leather. This cage not only adds to the aesthetics but also reinforces the front framework while also saving its occupants in case of a roll over. Another welcome change is the inclusion of an all new dashboard which is designed and manufactured in-house. Laminated wood finish inserts, better quality AC air inlets and leather covered steering wheel combined with wood finish add to the appeal of the fabulous interiors. All of this transforms the THAR into something else actually, a more beautiful but equally capable vehicle, all you ever wanted in your vehicle and much more.

When you have poWer, it shows!



When one buys a new vehicle, its fuel-port injectors, intake valves, as well as combustion chamber are completely free of deposits. Over a period of time deposits begin to accumulate on these engine parts, thus affecting the smooth functioning of a vehicle as –

- Port Fuel Injectors Deposits lead to reduced acceleration and higher emissions.
- Intake Valves & Ports lead to improper fuel-air mixture, restrict airflow and hence, adversely affect fuel economy.
- Combustion Chamber deposits are the reason for a 'knocking sound', slower acceleration.

Blended with specially imported additives, "PoWer" not only removes existing deposits, but also prevents the formation of new ones. This ensures that the vehicle's engine remains free from deposits at all times resulting in continuous peak engine performance.



However, it could take one or two tank-fills of "PoWer" before one notices any benefits. This is because it will take a little while before the existing deposits are cleaned and completely removed. However one can be sure that consistent use of "PoWer" will result in improved performance from the vehicle. "PoWer" ensures that the engine will work in the way it was designed over its entire lifetime. "PoWer" also ensures that the whole intake system remains clean, even after several thousand kilometers in service.

PoWer is especially beneficial for new generation Multi-Port Fuel Injection engines, it also helps in reducing deposits in carbureted engines. Thus, even if you own an older vehicle, PoWer will help you get the best out of it.

Stars from the heart of Motor City

Here's a rundown of all the world premieres from the North American International Auto Show 2016

The first big automotive event of the year comes to us from the largest continent in the west. Typically, our Indian market is far removed from the North American market but with global boundaries shrinking like the polar ice

caps, there are models that have relevance to us too, both in production guise as well as full show-car concept form. The ones that don't, well, we've still decided to highlight them just for the sheer amount of cool they bring to the table. Not to mention, some of


the technology in these cars paints the way forward for the automobile, whether you're in Paris, Geneva, Tokyo or Delhi. Read on for shining examples of the world's finest, from Detroit.

Simran Rastogi

Two decades later, the new SLK is the SLC




MERCEDES-BENZ SLC-CLASS

A facelift and a change of name bring the SLK roadster in line with Mercedes' new naming convention. Based on the C-Class platform, the SLC gets revised headlights, tail lights and all new bumpers. The range starts with a 1.6-litre turbo four-cylinder with 156bhp in the SLC 180, a 2.0-litre turbo petrol with 181bhp in the SLC 200, the same engine tuned to 242bhp in the SLC 300 and a diesel SLC 250d making 201bhp. Of course, AMG will also offer an SLC 43 with a 3.0-litre V6 biturbo making 367bhp. Expect it in India. 



MERCEDES-BENZ AMG S65 CABRIOLET

Sunny side up V12 power

The guys at Affalterbach sure know how to raise eyebrows and drop (convertible) tops. Not content with the V8 in the S63, they've stuffed a 6.0-litre V12 under what is unarguably one of the sexiest hoods in the industry and created the rear-wheel drive only AMG S65 cabrio. Power stands at 630bhp and 'over' 1,000Nm of torque, which will send this topless missile to 100kmph from a standstill in a mere 4.1 seconds. While this makes it a fraction slower than the S63 it isn't any less desirable; 12-cylinders still hold a special place in the heart of every discerning petrolhead. The standard hot-stone massage seats and soft-top don't hurt its prospects either. This one is likely to make it to India too. 

No load of steam, this Audi emits just that



Pursuant of the fact that there exists alternatives to pure electric propulsion, Audi has further improved on its hydrogen fuel cell technology it showcased in the A7 h-tron last year. This h-tron powered SUV showcases the German's fifth generation of fuel cell stacks that is lighter, stronger, smaller yet more economical than the technology it replaces. This new fuel cell stack is said to have an efficiency rating of 60 per cent, which is almost double that of a typical combustion engine, while it actually fits under the hood in the place of the engine in other Audis. Built on a modified MLB-platform (that will underpin the upcoming new Q5), the h-tron Quattro concept also adopts the four-wheel steering system as on the latest Q7. It uses the electric drivetrain architecture and battery technology of the electric only e-tron concept but differs from the electric Quattro



concept in that the fuel cell stack and lithium ion battery combo run two electric motors instead of three, with a combined output of 282bhp, as well as having the ability to run in front-wheel drive only mode at city speeds. Further, this h-tron concept has a


theoretical 0-100kmph time less than seven seconds, an estimated range of up to 600km, top speed of 200kmph and can be refueled in under four minutes! Of course, the only "emissions" of this propulsion system is a few drops of water. ☺

BMW M2



THIS PUTS THE SMALLER M2 BARELY TWO-TENTHS OF A SECOND BEHIND THE MORE EXPENSIVE AND HEAVIER M3/M4 CARS

M Division goes back to basics


Contrary to earlier reports and doomsday prophecies, BMW's M Division will continue to make fast cars with manual gearboxes. The M3 and M4 were already offered with that option but the latest M based on the 2-Series will continue to offer a six-speed manual gearbox or the DCT dual clutch seven-speed auto transmission. Powering the new M2 is a 3.0-litre inline six-cylinder engine with a single twin-scroll turbocharger, for a power output of 370bhp and 465Nm of torque, with a brief overboost function taking peak numbers up to 500Nm. For the record, this is the N55 engine with choice components from the S55 engine in the M3/M4 that makes 430bhp. Back to the 2-Series family, the M2 differentiates itself over the less extreme M235i with its revised, stiffer chassis, bigger brakes, M-specific styling, 50bhp more and a separate oil cooler. Also, read between the lines of the M2's 0-100kmph time of 4.2 seconds in the DCT-equipped car, or 4.5 seconds for the manual variant. This puts the smaller M2 barely two-tenths of a second behind the more expensive and heavier M3/M4 cars. 

The M2 adds 40kg to the standard M235i on which it's based, while it's still 40-80kg lighter than the manual/DCT equipped M3/M4






Budget X6M look-alike revealed

You heard right. The BMW X4 M40i with 355bhp is pretty much an almost full-blown M division, budget version of the BMW X6M with 576bhp. Sure the numbers are off, until you get to the acceleration figures. The much larger X6M dispenses the 0-100kmph run in 4.2 seconds while this X4 will do it in 4.7 seconds. This comes down weight, the around 1,800kg kerb weight of the X4 being a mere shadow of the X6M's 2,340kg kerb weight. The X4 adopts the coupe-like roofline of the X6 and offers customers shopping for an X3 a swoopy roof alternative. Coming back to the engine, it's the same 3.0-litre N55 unit found in the aforementioned M2 but tuned down a bit, also to deliver a wider spread of power under the curve. Of course, you also have xDrive that has been tuned to send more power to the rear. 

Concept-ualised reality




It looks like a concept car but isn't. This is the LC500 2+2 sports tourer and customers in America will soon be able to buy one. Based on the LF-LC concept shown in 2012, this Lexus 'sportscar' uses a 5.0-litre V8 with 467bhp that does duty in their range, specifically in the RC F coupe and GS F sedan. Talking points include a ten-speed automatic that is said to shift as fast as a dual clutch transmission, helping it reach 100kmph in just 4.5 seconds. The chassis is also said to be stiffer than the one in the LF-A, Lexus' flagship unicorn of a sportscar. 



Kia's second go at the full-size SUV

KIA TELLURIDE CONCEPT



Touted as the future design direction of Kia, the Telluride is only the second time the Korean company has attempted a full-size SUV. This one has the looks though, we see strong Scandinavian hints in the design. Not a bad thing at all. The concept's powertrain is in the form of a plug-in hybrid combining a 3.5-litre V6 petrol with electric motors to produce 400bhp. 



Concept promises to be a quick Buick

BUICK AVISTA CONCEPT



The genesis of Genesis, explained



GENESIS G90

Hyundai's Genesis is now a brand on its own, a split envisioned to take the luxury fight to the Germans unencumbered by the econo-car associations of the Hyundai name. The G90 is the first model under the Genesis name and is pretty much a Korean S-Class, right down to exterior dimensions. Looks are regal and understated while interiors are cossetting. A long list of comforts include a 17-speaker Lexicon entertainment system, every-which-way powered seats all around and double pane glass to keep the passengers inside isolated from the 99 per cent. [↗](#)



Buick makes cars under the GM family and is positioned above the youthful and affordable Chevrolet brand but below the edgy and premium Cadillac. That meant its cars have been predictably safe and unfortunately, unexciting. All that is about to change, if the Avista concept is the shape of things to come from the American brand. The 2+2 two-door coupe is stretched all the way out with short overhangs and a desirable 'axle-to-dash' ratio, the new buzzword in car design. Pillarless windows lead into a beautifully crafted cabin that uses an interesting array of textures and surfaces (carbon fibre and aluminium) leading from the top of the dash, through the cascading centre console, all the way back to the seats. The car likely uses underpinnings from the GM family, most probably that of the Camaro. Powering the concept is a 3.0-litre V6 with 400bhp and an eight-speed automatic sending power to the rear wheels. 🔄



All-electric, all-affordable



In a bid to drop the price ceiling on electric cars, Chevrolet revealed the all-electric Bolt hatchback. The Bolt EV comes as a landmark achievement, being one of the first affordable EVs to cross the 320km mark on a single charge. Battery capacity is 60 kWh while the output of the electric motors driving the front wheels is rated at up to 200bhp, providing the hatch with respectable acceleration figures. Importantly, a full charge will take nine hours, with a two hour charge bringing about 80km range. 🔄



Nissan concept takes no prisoners



Mean, is the best way to describe Nissan's cosmetic redo of the production Titan XD pickup. Imagined as a hardcore off-road version, the concept is taller and wider; almost three-inches taller and six-inches wider than the standard pickup. It rides on 37-inch tyres and a completely modified long travel suspension to back up its off-road cred. Power is courtesy a Cummins 5.0-litre turbodiesel. 🔄

Precision crafted performance



Hailed as a "vision car", it aims to reassess the design direction of future Acuras. One of the show's largest crowd-pullers, several design elements stand out. Like the large 'diamond pentagon' grille, extreme contrast surfacing and nature-inspired lighting. Acura's signature jewel-eye headlights meet random fractals for a definitely eye-catching end result. 🔄

Double cab, double mad Raptor


FORD RAPTOR SUPERCREW

Ford diversifies into LEGO and wearables

Ford and LEGO Speed Champions introduced a new line of LEGO sets on the new Mustang and F-150 Raptor. The 185 piece Mustang kit includes a time board and driver while the 664 piece Raptor kit goes the whole hog with a garage, trailer, drag race lights and pit crew. In other news, Ford announced their Automotive Wearables Experience lab, which will look into the links between a driver's current state of health and driver safety aids. Potential smart watch applications include keeping track of when a driver is sleepy or stressed. [↗](#)

Ford's performance division (erstwhile SVT) took the popular F-150 pickup and created the Raptor, for last year's show at Detroit. They even had a four-door version, the SuperCrew. This year, to outdo themselves, they've moved to an aluminium body construction, which will be adopted for the two-door version as well.

Weight for the new Raptor SuperCrew should be at around 2,500kg, as it's 240kg lighter than the outgoing model. Similarly downsized, with positive effects, the previous Raptor's 6.2-litre V8 makes way for the 3.5-litre EcoBoost that uses twin turbos to produce figures said to be in the region of 450bhp and yet-to-be-disclosed torque. Which is already 40-odd horses more than what the big block engine made. The drivetrain is four-wheel drive via a 10-speed automatic with a torque-on-demand system and a Torsen differential on the front axle, for tough uphill situations. Ford's Terrain Management system, that we've seen on the new Endeavour, also makes an appearance. With modes like Weather, Baja, Mud and Rock, the system will modify upshift points and how torque is routed to the front and rear axles, as well as tailor the Electronic Stability Control to each surface. [↗](#)



The Force awakens at Detroit



If you think the Force 1 looks like a Dodge Viper, you'd be right. That's the car it's based on. From the low-volume factory of VLF Automotive, the Force 1 is the brainchild of Henrik Fisker (designer of the Fisker Karma and Aston Martin DB9) and Bob Lutz (ex-GM boss). While Fisker went bankrupt and closed its doors, the Destino (a reimagined Karma) was also revealed at the show with a 6.2-litre Corvette inherited heart. The star,

though, was this slash-and-cut V10 powered hypercar, that is supposedly able of a terminal velocity of 350kmph. Just 50 units of this 745bhp monster will be made, with either a six-speed manual or auto. [↻](#)

Putting 'fun'ctionality back in fun



The second-generation Ridgeline revealed at Detroit aims to be the pickup for the kind of no-nonsense customer that Honda's have appealed to for years. Peculiar, or more apt, unique for a mid-size pickup, the truck is based on a unibody construction that gives it excellent ride and road manners, even at the expense of some off-road prowess. Honda expects this will go down well with more urban customers who value car-like handling with the bonus of flatbed functionality over all-out off-road abilities. The flatbed itself is large enough to carry home renovation supplies, if that's what floats your boat. Also unique to the Ridgeline will be a tailgate that swings down, as well as sideways to open up. There will also be a lockable trunk beneath the flatbed. The Ridgeline will be powered by a 3.5-litre V6 engine making 280bhp and 355Nm torque, transferred to the road by a six-speed automatic transmission. [↻](#)

Sandy ecstasy

Honda's 'Drive to Discover' has us explore near-perfect highways in Jodhpur and the majestic sand dunes in Jaisalmer. Karan Mathur tells the tale of two cities

PICTURES Nishant Jhamb



On the way to the Sam sand dunes, 'Born to be wild' blaring on the speakers and camels floating across the sandy topography, it all suddenly became apparent. The roads were perfectly laid out, some stretches arrow straight and some snaking through the picturesque desert scenery. We were in Rajasthan! While everyone had raved about the driving nirvana in the state, I had only experienced the worst bits passing through Rajasthan. Let me tell you, all the good things you hear about the roads, are most

Honda Drive to Discover



www.niet.co.in



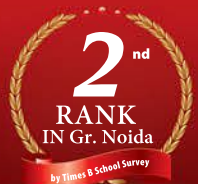
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Institutes Ranking
Times Engineering Survey 2015



India's Best
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Survey 2015



probably all true.

The event that played host to this experience was Honda's sixth edition of the 'Drive to Discover'. The itinerary set for us would start in Jodhpur. From there 10 Honda vehicles filled with over-enthusiastic journalists continue the journey till Jaisalmer, before heading back to Jodhpur via the sleepy town of Barmer. The vehicles that were to be used were a steady mix of old and new - the Jazz, City and CR-V. The most important part of the drive was a very special new feature recently introduced by Honda but more on that later; obviously we need to get the driving bit out of our system first. The weather in Delhi did try to put a damper on things before starting but there is always a provision. We'll just take a taxi, you silly fog! The only downside was we reached our hotel in Jodhpur early in the morning, which gave us barely any shut eye for the 10 o'clock flag off. We weren't complaining because we had 235km of exploring and driving ahead of us.

For the first leg I was handed the keys to the City and the helpful services of a camera person to record the adventure. We left the gates of our hotel and got onto NH 114 and NH 15 for the straight shot to Jaisalmer, just stopping at the Manvar Desert Resort for a spot of lunch. The distance could have been covered in four hours time, the 1.5 i-VTEC petrol mill was perfectly capable but the sights and photographic opportunities en route saw us checking into our hotel in Jaisalmer only by 6 o'clock in the evening. By this time the 'Laal Maas' that had comforted me in the day, was wrecking havoc by the time I was able to reach the room. A quick dinner was called for, we had the city of Jaisalmer that was begging to be explored the next day. This time it was the CR-V that would be our companion for the day.

What have you done in Jaisalmer if you haven't visited the sand dunes? Thus the first location for our day

WE LEFT THE GATES OF THE HOTEL AND GOT ONTO NH 114 AND NH 15 FOR THE STRAIGHT SHOT TO JAISALMER





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**We provide SEED
fund and INCUBATION
support to start
your Business**



1. Camels greet us to taste of the desert life while driving on the NH 114 en route Jaisalmer.
2. The Honda Jazz gets frisky at an off-road patch we found down in Barmer. No Japanese machinery was harmed in the composition of this picture.
3. The CR-V looks striking at sunset.
4. We find a picture-perfect background on the NH 112.



1. The Manvar desert resort on NH 114 was the choice for lunch 2. The Jazz sits pretty at Manvar resort. 3. Safa, the traditional turban is worn as a sign of status and dignity. 4. Artillery at the Longewala Battle Museum.

was the Sam sand dunes, a fun-filled 50km away from where we were. The CR-V kept us comfortable over the undulating city roads and was taut enough as we headed out of it, the 2.0-litre engine was singing its own praises all the way to. Only thing missing from the whole deal was a 4WD system, which we definitely felt would have quadrupled the amount of fun we already were having. Although keeping up momentum and switching off traction control did allow us to have a good day under the sun. Next up was visiting Longewala, the site of the famous battle in the Indo-Pakistani war of 1971 and also the famous war museum. We got back to the hotel in good spirits and everyone got the

chance of sharing their experiences.

Heading back to Jodhpur, we were now sitting comfortable in the new Jazz's cabin. The route took a different route than the one that led us here and consisted of a stopover in Barmer for lunch. This also gave us a chance to have a look at the capabilities of the new Honda Connect system, which is now an optional extra for customers looking to buy a new Jazz, City or CR-V. The all-knowing application helps you get better integrated with your Honda vehicle in more ways than one. It can be a SOS system for emergencies, location device when needed, a health inspector, wallet for your car's documents, vehicle information





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WINNER
TAKES
All



"Great Place to Study award"
awarded to NIET at House of Commons, London



Asia's Best Education Institute 2014-15
by WCRC Leaders at Singapore



Leading Institution Award for
Skill Development & Placement



Best Placements - 2014

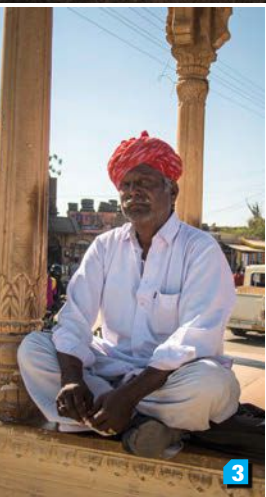


Best Placements - 2013



Best Placements - 2012

THE LANDSCAPES ARE
BEAUTIFUL, EVERYONE IS
FRIENDLY BUT THE DRIVING
PLEASURE PUT THE DRIVE IN A
CLASS OF ITS OWN



3



4

centre for fuel stops and Honda dealers and even help you book your next service. Again, we arrived at the hotel in Jodhpur only by nightfall and the warm Rajasthani hospitality was what we needed after completing the 365km drive.

We had reached the end of our journey. The drive had taken us through the heart of Rajasthan and covered more than 700km while doing so. The landscapes are beautiful, everyone is friendly but the driving pleasure definitely put the drive in a class of its own. We can't wait to head back for the next edition of the event, and look forward to being greeted with newer cars and latest features that would be available from the stables of Honda Cars India. 🇮🇳



Honda City (3rd gen)

Airbags **Two** | ABS **Yes** | Traction control **No** | AC/Climate control **Yes/Yes** | Power Windows **Yes** | Audio system with USB, Mp3, Aux **Yes** | Alloy wheels **Yes** | Keyless Entry **Yes**

Price when new



7.81-9.04 lakh
(ex-showroom Delhi)

A return to Savile Row tailoring is what the third-gen Honda City brought, after the sweatpants-wearing City that was the gen-2. It also brought some excitement back to the VTEC-badge. A slightly tweaked version of the previous model's 1.5-litre L15A engine now made 117bhp, 17 free-revving ponies more than the model it was replacing.

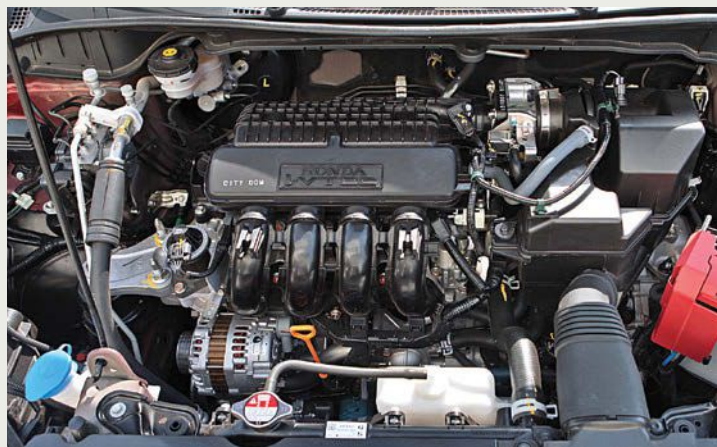
Popularly called the 'Arrow' City, it was introduced in late 2008 and was in production till 2013, with a mild face-lift hitting the market end-2011. In the interest of how much car you're getting for your money, we're going to be considering model years '08-'10 as they're the most reasonable. You even have the option of looking at the quite fuel efficient (for an automatic) AT model that came with a decent 5-speed torque converter setup and paddle-shifters. Personally, I've inherited quite the soft spot for the City – my father still runs his 2001 first-gen everyday. That's 1.7 lakh km and fast counting. And the worst problem he's faced so far is that the suspension springs have, well, lost their 'spring' and the car wallows at high, highway speeds.

Though this generation of City moved away from an independent rear to a torsion beam setup, the suspension does soften. Some owners have reported needing to change some components in the system at the 80k-1 lakh km mark. As a byproduct, these Cities tend to drag their body over most speed breakers, so pay special attention to the underbody. A badly scraped car, for the least part, will have rust in places you wouldn't want the headache of dealing with. And as tempting as it may be to look at a City that's been modified with bigger rims, tyres or stereo systems (there are a lot of them), unless you know the car personally, steer clear. 🚫



Cabin

Honda's age well even if the cabin doesn't feel special. Stock sound system is mediocre, you might want to switch out the speakers for better components, or go the whole hog and switch to a better 2-DIN system



Engine

The 1.5-litre iVTEC engine makes healthy power and torque and can prove to be quite frugal, even the automatic is said to return over 12kmpl in the city and 15kmpl on the highway.



**Starting from
Rs 3.80 lakh**

What to look for



Cabin

Check electricals around the car to make sure everything works, including power windows



Underbody

Check underbody for signs of grounding and the severity of damage, if any

How Much ₹

As always, Honda's retain their resale value but if you look hard, you will find good deals on older models

Model year	PETROL MT		PETROL AT	
	Below 50,000km	Above 50,000km	Below 50,000km	Above 50,000km
2008	4.80	3.80	NA	NA
2009	4.20	NA	5.10	NA
2010	5.25	5.50	NA	5.70

Running cost

Efficiency is the bottomline for this premium C-segment sedan. Assuming 14kmpl combined mileage figures and yearly running of 10,000km

Model	Cost (per km)	Insurance	Annual cost
Petrol	₹ 4.1	₹ 4,500	₹ 45,500

Parts watch

The City isn't an expensive car to run when accounting for periodic maintenance though OEM replacement parts can get pricey

Parts	Dealer (Rs)	Independent (Rs)
Bumper (Front)	9,000	NA
Bumper (Rear)	10,000	NA
Headlamps	5,500	NA
Tail lamps	2,000	NA
Windshield (Front)	10,000	6,000
Windshield (Rear)	6,500	4,000



Verdict Simran Rastogi

The City makes a case for itself in four letters - VTEC. Well, it's the iVTEC engine but you get the point. A gem of an engine is backed by a decent cabin, decent ride and decent efficiency. It all comes together to make a great used buy.



Maruti-Suzuki S-Cross

Model **DDiS 320 Alpha**

Test Started **October, 2015/4,637km**


Tenure/
Target mileage
6 months/5,000km

Mileage this month
570km

Efficiency this month
17.2kmpl

Two airbags | ABS Yes | Climate control | Power Windows All four | Audio system with USB, MP3, Aux, Bluetooth | Standard Warranty 2 years/40,000km

The Maruti Suzuki S-Cross has been a great companion for the past four months and I have enjoyed every moment of driving the car. In my last report I had mentioned about taking the car on the road trip but unfortunately I haven't been able to do that and the time has come to pass on the keys to my colleagues. My long everyday commute had been made quite simple thanks to the S-Cross. The ride quality of the car is on par with the Germans maybe because of the fact that it is based on the European SX4 and in Europe is available with 4WD as well. Here we have to make do with FWD but it in no way feels inadequate. The suspension is setup perfectly for the city. It is slightly stiff so the car has no problems gliding over bumps even at considerable speeds.

The steering is slightly on the heavier side yet rarely proves to be cumbersome even in bumper to bumper traffic or during three point turns. Also despite its size the S-cross is fairly capable in negotiating tight spaces. I especially liked the gearbox on this premium crossover. The shifts are precise and slot in easily. The six speed configuration means you get good acceleration figures and a great fuel economy. Even at 100kmph the tachometer sits steady at 1,750rpm. Overall we love the combination the S-Cross offers. 




The long sixth gear translates to better economy



Kshitij Sharma

Special Correspondent

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 @madlidd

Ferodo introduces Two/ Three Wheeler Braking Products


FERODO®

Federal-Mogul Motorparts is now offering to Indian Aftermarket consumers, Ferodo brake pads, brake shoes clutch plates and clutch shoes for two and three wheelers. Almost 90% of the available 2/3 wheeler vehicle parc is covered with these new introductions.

These brake pads includes advanced, OE-quality friction formulation and other features offering superior stopping power while outperforming the competition in benchmark tests for low noise, braking consistency, durability and wet and dry braking.

FERODO's ECO FRICTION Bi wheeler brake pads formulation has been tested and validated in Europe. Ferodo's asbestos free, low metallic ECO FRICTION brake pads performance is appreciated by the riders globally. Ferodo's array cooling technology provides 15% reduction in operating temperature of brake pads. It also reduces wear rates of discs and pads. Risk of fading and brake fluid boiling also gets avoided with Ferodo brake pads. FERODO brake pads ensure all weather driving comfort with excellent stopping distance.

Federal-Mogul Corporation has developed a range of zero-copper and low-copper brake pad formulations using a new tribological fingerprinting process. As companies around the world work to introduce alternative materials ahead of legal deadlines, Ferodo Eco-Friction™ is already achieving excellent results.

Legislation in certain states of the U.S. requires the phase-out of copper from brake pads, initially limiting copper content to less than 5% of total pad weight and eventually requiring levels of less than 0.5%. Vehicle makers are now specifying brake systems with the regulated levels of copper, making an alternative formulation the standard for future vehicles in many markets. Federal-Mogul has already secured new customer contracts for low-copper and zero-copper Eco-Friction™ brake pads for vehicle platforms in North America and Europe.

The formulation of the ECO-Friction pads has won the Gold Trophy Grand Prix International Innovation in Automotive equipments in 2013. The very same formulation is now available in brakes for two-wheeler in India.

Ferodo is a global leader in braking technology since last 118 years, It has been a world leading company dedicated to the design and manufacture of friction products, especially braking materials. Ferodo is the most respected name in braking technology with 100% non asbestos material being used, embellishing our ECO friendly and safe for health products..

The Southfield-based company sells and distributes a portfolio of OE and aftermarket products that include braking, engine, wipers and other vehicle components. Federal-Mogul's aftermarket brands include Champion wiper blades; spark plugs, wipers and filters; AE, FP Diesel, Goetze, Glyco, Payen and TP engine products; and Ferodo, brake and friction products.

For more details visit [www. Ferodoracing.com](http://www.Ferodoracing.com)



MEGNAUDIO

REDEFINING IN - CAR ENTERTAINMENT...

MegaAudio which gave India it's first and till date highest selling Android based Audio Video Navigation (AVN) unit way back in 2012 has introduced its latest Android offering MAOE 786JB. This stunning unit (piano black finish) is powered by Android 4.1 running on Dual Core A9 1GHz processor and 1Gb DD3 RAM.

Besides having conventional high end AVN features like 6.75" Touch Screen, Navigation, DVD, USB, Bluetooth, Reverse Camera Input, and Steering Wheel Control Compatibility this Android powered unit has all smart phone features as well like multi touch screen, wifi connectivity and 8GB inbuilt memory. Using wifi connectivity and built-in Google Play Store users can download and use any number of applications making this unit a truly future proof connected device. With MegaAudio's MAOE 786JB features like Live TV, Live Traffic, weather and incident alerts are no longer a dream.

What's more with the bundled MTrack application in MAOE 786JB one can make use of several connected car features like – live tracking, sharing vehicle location, trip analysis, intelligent reports, SOS alerts, group travel, maintenance reminders, breakdown assistance etc.

One can experience this unit firsthand between 5th to 9th February at Hall No. 2 Stall No. E4, of the Auto Expo 2016 – Motor Show at India Expo Mart, Greater Noida.

MegaAudio is a well known brand supplying to several OEM's in India. They are known for bringing the latest technology to the market at value for money prices.

To find out more visit www.megaaudio.co.uk



Maruti-Suzuki Baleno

Model **Alpha 1.2**

Test Started **October, 2015/941km**

Tenure/
Target mileage
6 months/5,000km

Mileage this month
557km

Efficiency this month
16.5kmpl

Two airbags | **ABS Yes** | **Climate control** | **Power Windows All four** | **Audio system with USB, MP3, Aux, Bluetooth** | **Standard Warranty 2 years/40,000km**



Thoughtful phone holder next to the charging point. Utility of the console outweighs how much it messes with rear passenger foot space.



The more you live with a car, the more you come to appreciate previously overlooked attributes. Case in point – the 12V socket for rear bench passengers. Usual for a car nowadays to offer one. But the centre armrest console on the Baleno also has a cutout to hold your phone while you charge it. And the brilliance of it didn't hit me until I was stuck in the back seat with a dying phone on the way to a shoot. My 5-inch screen phone fits in there with space to spare so I'm guessing larger phablets will fit too. Main advantage is that it lets you see notifications when they come in, which are otherwise hidden if your phone is tucked away in the seatback pocket. Not an especially big deal but it's just one less thing to worry about. Also, the rear seats are a nice place to grab some shut eye on. The scooped out seatbacks give you the kneeroom to scooch all the way down on the seat, while the little hump under the front seats prop your feet up at a pretty comfortable angle. I like to think there was an engineer at Maruti-Suzuki who sat there with a protractor and his feet up, measuring away till the perfect angle for comfortable lounging was achieved.

As far as driving goes, the Baleno hasn't seen much of it this past month. Efficiency figures, with the driving around the city I've been doing, is still at the 16.5kmpl mark with the dash computer being only mildly optimistic at 17.1kmpl. I'm itching to see how the car feels out on open roads, next month's update will hopefully bring you'll up to speed on its highway manners.

CITY EFFICIENCY FIGURES AT 16.5KMPL WITH THE DASH COMPUTER BEING MILDLY OPTIMISTIC AT 17.1KMPL

Simran Rastogi

Senior Correspondent

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**UNCOMPROMISING
PERFORMANCE**

Another first from Makino

Makino Automotive one of the best known quality manufacturer of 2-3 wheeler clutches and brakes in the country, has now launched another innovative product named CCA (Centrifugal Clutch assembly). This Product was launched just after the successful launch of the FIBRO Clutch plates. The excellent response which has been received for the FIBRO CLUTCH PLATES has prompted the company to come out with more innovative products to service the customers in the best possible, cost effective and efficient manner. This new product CCA (centrifugal clutch assembly) has some unique features and has distinct advantages, which are cost effective, less time consuming and easy to install while carrying out the fitment. R&D at Makino is always working towards achieving the excellence in the clutches as well as brake segment and remain no. 1 by introducing most innovative and cost effective products from time to time. Watch out for more innovative products from MAKINO.

ONLY A LEADER CAN BRING ABOUT SUCH A REVOLUTION

Com-Paint FIRST Indian Touchup Spray Paint

Today, a new car is your second largest investment and so it is your natural desire to flaunt it. Maintaining a clean car increases its life, value and of course, the driving pleasure.

With the advent of Maruti cars in India, Aeroaids Corporation R&D successfully combined TWO complex technologies:

- i) Paint Technology
- ii) Aerosol Technology to give a quick and cost effective solution with the right matching colors to touchup paint scratched surfaces.

Com-Paint was finally launched, in 1987, as the FIRST Indian Touchup Spray Paint in aerosol Can.

Since then, Com-Paint has adopted new coating materials to upgrade upto Super Acrylic paints, Heat Resistant, Zinc, Chrome and Decor Transparent Color Coatings to extend its range of surface finishes.



Com-Paint's founder, Mr. R.K. Sharma, (Chairman of Aeroaids Corporation) today, is unable to comprehend as to how Indian industries could have sustained their fast production & assembly without Com-Paint.

Com-Paint is available in the following packing for Consumers and Industrial use:

- i) Value Pack Kit - The complete touchup solution for Car owners.
 - ii) Paint Pen Kit - for Hairline / Minor scratches.
 - iii) Single Can for M/cyl, Scooters body colors & Silencers touchup purposes.
 - iv) Decor Paint Spray Can for Decorative Transparent Color Coatings for Taps, Faucets, Glassware & Tiles etc.
- You must share Com-Paint passion for the perfect finish.



Aeroaids has multi location manufacturing Works at Bahadurgarh (HR), Dehradun (UK) & Pune (MH) fully equipped to service the Industrial hubs at each location. All Units have the latest imported high speed aerosol filling lines, installed complete with testing tools and calibration gauges, to meet the wide ranging and diverse needs of the customers.

For more information, please visit our site : www.com-paint.com or email : sales@com-paint.com

Renault Lodgy

Model **RXZ (7-seater)**

Test Started **August, 2015/5,000km**

Tenure/
Target mileage
6 months/10,000km

Mileage this month
512km


Efficiency this month
16.8kmpl

Two airbags | **ABS Yes** | **AC** |
Power Windows **All four** | Audio
system **with USB, MP3, Aux,**
Bluetooth | Standard Warranty **5**
years/1,00,000km



The Renault Lodgy is one of those vehicles which impressed most of our team members. The reason being the level of comfort it provides not just to the driver but to the rest of the passengers as well. Let's start with the command centre, the driver's perch. I just love the seats which have been provided in the Lodgy. Both the seat back and squab are large and well bolstered to provide adequate comfort. Adding to it is the armrest which makes the overall package very comfortable.

At the back, in the RXZ variant we have a pair of captain seats which are much like the driver's seat. The armrests added, these chairs prove to be very comfortable especially on long drives. Being reclinable is just the icing on the cake. The third row though is more of a bench and comfortable for two. But if you desire to have more boot space, one can flip it down. On the downside, the whole bench takes up plenty of space in the boot itself. Other joys of having a people mover is the fact that one can travel loaded. The picnic tables come into place here and can hold snack boxes with ease. There is also a drinks holder and overall this adds to the fun of travelling together.

On the downside, the mudflaps of the Lodgy are prone to damage. Even with few people on board, they scrape against most speed humps. Being made of hard plastic, they are also easily damaged. We faced the problem as well and look closely and you will find one of them missing on our Lodgy. When it comes to fuel economy though that 1.5 dCi mill just shines. We constantly get in the region of 16kmpl+ and this leads to a phenomenal range meaning very few trips to the fuel station. 

The seats at the back are extremely comfortable. They recline and the armrests add to the comfort factor. The picnic table comes handy during family getaways




**WE ARE
CONSISTENTLY
GETTING
16KMPL+ ON
THE LODGY.
BRILLIANT!**

Abhik Das

Senior Correspondent

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 @Abhik616



JVCKENWOOD

INTRODUCES IN-CAR ENTERTAINMENT PRODUCTS FOR THE YOUTH

2016 line-up for the younger generation majorly using smartphones, with a lot more features

KENWOOD

KENWOOD's Flagship Models for 2016 are coming with whole lot of exciting features for the youth and Smartphone users :

- Android Auto, Apple Car Play and Full Flat Design with Capacitive Touch to give the feel of Smartphone Smooth Touch Feeling for the unit
- "Air Gesture" - unique feature to operate the unit without actually touching the screen
- Built-in Garmin Navigation Engine (This is the 10th Anniversary of KENWOOD – GARMIN collaboration)
- Dual Phones Hands-Free Ready, High Quality Bluetooth (Bluetooth 3.0, 3rd Generation of BT solution), CD quality BT Music Streaming for iPhone
- Dual Camera Input with Guidelines for making the stay in the car more comfortable and safe
- Direct OEM Steering Remote
- Dual USB with Max 1.5A
- Sound Elevation, Time Alignment, 13 Band EQ



High/Mid-high range of products are coming with "Air Mirroring" feature to mirror your Smartphone on the headunit. This will be possible with the help of an additional Wi-Fi Dongle from KENWOOD

For Double Din Audio with Bluetooth units, Built-in NFC (Near Field Communication) will help connect to NFC enabled devices with a single touch

Also introduces Drive Assist Camera Solutions (Drive Recorder) – GPS Integrated Dashboard Camera with Full HD Recording and Built-in G-Sensor and Automatic Recording Function.

NIPPON Audiotronix Pvt. Ltd. e-mail: sales@nipponaudio.com
website: www.nipponaudio.com

JVC

JVC's top-end models are coming with State of the Art features :

- Apple Car Play
- Smartphone Control for Android using JVC Smartphone Control App
- K2 Technology – JVCKENWOOD's original technology for Enhanced Digital Sound Quality
- HDMI and MHL
- Time Alignment - for a totally different level of listening pleasure
- USB 1.5A Charging capability
- Display with key panel completely blacked out when switched off, making it look as if the unit has been removed from the vehicle
- Direct OEM Steering Remote

For Audio range, Android Music Play, BT Hands-Free Profile 1.6 will help to have crystal clear voice quality.



New range of JVC speakers are perfect for factory replacement with efficiency, tough enough to handle add-on Amplifiers, New Sub-Woofer Base Tube takes to a different level of listening experience.

SUPREME Audiotronics Pvt. Ltd.
e-mail: raman@supremeaudiotronics.com



ANAND Group is India's leading manufacturer of automotive components, well known for its established and successful partnerships with leading global automotive companies from USA, Europe, Japan and Korea. With a sales turnover of INR 74 billion in 2015, the Group supplies the widest range of automotive components in India to most of the OEMs and aftermarket, with a substantial portion exported to world markets.



ANAND has 19 companies spread across 57 locations, supplying products across many business verticals. Over the last six decades, it has formed alliances with leading global companies in automotive component industry, in turn manufacturing best quality products in India. With the widest range of solutions, it has gone boldly where few others have ventured, establishing 16 Joint Ventures and 7 Technical Collaborations. It offers products and solutions in ride control, drive train, synchronizer rings, climate control, engine cooling, brake systems, sealants, additives, car care, safety, steering wheels and electric power steering.

It's capability to set up state-of-the-art and highly productive plants with in-house expertise, gives it a competitive edge. It has always foreseen the emerging needs of industry and accordingly, fulfilled the demands. ANAND has grown manifold since 1960s and continues to evolve further in the Indian automotive industry.



Tata Safari Storme

Model **VX 4x4**

Test Started **August, 2015/6,692km**

Tenure/
Target mileage
6 months/10,000km

Mileage this month
5871km

Efficiency this month
10kmpl

Two airbags | **ABS Yes** | **Climate control** | **Power Windows All four** | **Audio system with USB, MP3, Aux, Bluetooth** | **Standard Warranty 3 years/1,00,000km**



Stowage spaces are aplenty and the deep bin above the centre console always comes in handy. The durability of the Bridgestone rubbers has continued to surprise



Well, we've been at it again. Travelling the great wide unknown and being the ramblers our forefathers intended for us to be. This time again the Safari visits the familiar sights in and around the north-east of India, driven all the way from way from our basement at the India Today Mediaplex in Noida, a drive of over 3,500km with close to a thousand of those in the mountains.

The first 1600km distance from Delhi to Bagdogra was completed in two days. All the while, not a hint of anguish from the engine, clutch or gearbox. For those familiar with our previous reports of the Safari, remember the missing caps for the radiator-fluid and wiper-fluid containers which went missing after the service? Well these had to be replaced if we were to battle dusty terrain and uphill climbs for the next two weeks. The suspension on the other hand gave us no cause for concern on that terrain but is lacking any feel good factor on the highways. Even the steering feel is heavy and wobbly when being pushed on the highway, further diminishing any confidence you get given the wide view. The tyres may still show tread but have started to lose grip after being pushed through two extreme road trips in less than 6 months.

The 2.2-litre VARICOR engine, though, has been an absolute peach, serving up power and torque with just a press of the go-faster pedal. Fuel economy hovered around the 10kmpl mark and the rush of torque always made it hard to behave on the highway. ↻

THE RUSH OF TORQUE ALWAYS MADE IT HARDER TO BEHAVE ON THE HIGHWAY

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FIREFOX'S NEW TREMOR D 29ER WILL MAKE EVERY ROUGH TERRAIN A SMOOTH RIDE



FIREFOX



The latest addition to Firefox Bikes' popular hardtail bikes is Tremor D 29ER. The variant's various exciting features are bound to add thrill and glide over the toughest mountainous trails, dirt tracks and undulating terrain, with ease. The frameset boasts a size of 17.5" and 19". The build quality is sturdy with an alloy hardtail MTB frame and a front suspension with a SR Suntour 75mm Suspension fork.

The model's drivetrain consists of Shimano EF51, 7 speed shifters, Shimano TX50 front derailleur, Shimano M360 Acera rear derailleur, a crankset of prowheel 24/34/42, 170mm, BB set with VP-BC73 sealed cartridge, Shimano TZ31 14-34T, 7 speed freewheel and WELLGO PP pedals.

The variant also comes with a set of attractive components and extras such as a Zoom Alloy 27.2 x 300mm alloy seat post, Zoom Alloy 660mm, 31.8mm 20mm rise handlebar, a Zoom Alloy 28.6mm stem, FP 1-1/8" threadless, semi integrated headset, brakeset with tektro, mechanical disc w/Shimano levers and front and rear wheel and seat post with QR.

The wheels are specially equipped to provide that extra grip with Alloy 32H Double Wall Rims and Kenda 29 x 2.1".



Roots Industries India Limited

Roots Industries India Limited (RIL) is the flagship company of the Roots Group and its products find pride of place in some of the world's most respected automobile brands such as BMW, Harley Davidson, Nacco, Navistar, Toyota, VW group etc.,

RIL has a full-fledged manufacturing facility in Malaysia, Russia and has offices in strategic locations across the world.

The company manufactures a wide range of versatile auto components including electric horns, electronic horns with multi-functional capabilities and Back up Alarm for passenger vehicles, off-road vehicles and material handling equipment. It has subsequently added to its product offerings with halogen bulbs, disc brake pads, brake shoes, clutch plates and batteries.

RIL is the first Indian company to be certified with ISO/TS 16949 and also complies to ISO 9001, ISO 14001, AS9100 and ISO 13485 standards.



RIL established a High Precision Machining Division in 2005 to manufacture highly critical parts, sub assemblies and high level assemblies for the medical and aerospace industry. Calibration requirements for the entire group are addressed by Roots Metrology.

In 2013, RIL launched SYONA, a commercial furniture manufacturing and marketing division. Syona currently has more than 5 models of commercial chairs and will unveil other furniture products in a phased manner.

The other divisions of RIL deals with;

1. High Precision Engineering products
2. Metrology for calibration of instruments and gauges and
3. Manufacturing of chairs.

Roots add value in every way, from technology to quality to customer service and customer relation.

ROOTS

ADDING VALUE

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TVS launches two new bikes

TVS HAS finally launched the much awaited Apache 200 along with resurrecting the Victor in the form of the new Victor 110. Let's start with the new Victor, which benefits from a complete redesign. The motor churns out 9.6bhp along with 9.4Nm of torque. TVS claims that the Victor will offer 76kmpl. The bike is available with a choice of both disc and drum brakes and is priced at Rs 49,490 (drum version) and Rs 51,490 for the Disc version. The enticing new Apache RTR 200 4V comes with an all-new 200cc motor. The new Apache RTR 200 will be available with tyre options, fuel-injection and ABS. The Apache RTR 200's prices will start at Rs 88,990 ex-showroom for the carburetted version with TVS tyres while the range topping FI version with Pirelli tyres and ABS will be priced at approx Rs 1,15,000 ex-showroom. The Apache RTR 200 will be offered with a choice of six stunning matte colours. 🔄



Venu Srinivasan, chairman, K N Radhakrishnan, president and CEO and Sudarshan Venu, JMD, TVS Motor Company, with the new Victor 110 and the Apache RTR200 4V at the launch

Bajaj Auto gains market position

BAJAJ AUTO has announced that it has achieved leadership position in entry and sports motorcycles combined. In the entry segment Bajaj Auto grew market share from 23 to 36 per cent in the first nine

months of the financial year. In the Nov-Dec period, following the launch of the new Avengers, Bajaj Auto attained a market leadership of 53 per cent in the mass sports segment below Rs 1 lakh. 🔄



Eric Vas, president (Motorcycle Business) Bajaj Auto with the hot selling AS200 and Pulsar RS200

IBW announces more attractions this year



THE ORGANISERS of the IBW have announced even more attractions this year. Prime amongst them is that the undisputed King of Trials, Dougie Lampkin, will be present at the event. This all-star champion will take centre stage at IBW 2016, giving fans and spectators the opportunity to bear witness to the skills that truly define him as a champion in the motor-sport world. 🔄

MV Agusta bookings open

MOTOROYALE, A Kinetic initiative, recently announced that they will be bringing the Italian MV Agusta to India, have now opened bookings for the 4-cylinder Brutale 1090 at a price of 19.3 lakh, ex showroom Pune. The motorcycle is available to book on their website www.motoroyale.in and the first 10 customers shall get their bike delivered in 20 days!

The Brutale 1090 is powered by a 1078cc in line four engine capable of delivering 144bhp and a top speed of 265kmph. The bike weighs 183kg and has a fuel tank capacity of 23 litres. The 1090 also gets a unique eight level trac-



tion control and two-step ABS with four maps built into the system. The colours available only include matte black and matte white at the moment. 🔄



Honda commits to road safety



HONDA MOTORCYCLES

have been rather busy these days and are taking their corporate social responsibility seriously. Recently they inaugurated a first-of-its-kind Road Safety Education Centre (RSEC) in Madhya Pradesh at Indore. RSEC is a unique opportunity for females in Indore. Any female over 18 years of age can now learn how to ride a two wheeler. At the Road Safety Education Centre, Honda has a dedicated task force of women safety instructors who will train women on how to become independent riders in just four hours. Children will be encouraged to learn the Do's & Don'ts of the road as well. 🔄

Royal Enfield now available in new colours

ROYAL ENFIELD has introduced nine new colors for their existing product lineup that includes four new colours for the Classic, three colours for the Bullet and one colour each for the Thunderbird and the Continen-

tal GT cafe racer. These new colour variants will be introduced in addition to the existing colours that are available for each motorcycle model. The Classic range gets Chrome Green and Classic Chrome Grey in its 500cc vari-

ant and in Mint and Chestnut variant for its 350cc model. The Thunderbird's new shade is called Asphalt and the Continental GT is now available in GT Green. The Electra too gets an additional choice of colours. 🔄



RE's new bike is officially Himalayan



IT HAS been anything but a secret that RE was getting its dual purpose bike ready. Now the company has made it official. The Himalayan is a brand new motorcycle which comes with a brand new chassis designed by Harris Performance, who had done

the Continental GT as well. The Himalayan will be powered by a new engine which the company is calling the LS400.

The single pot motor is expected to offer 25bhp. The Himalayan rides on 21-inch wheels up front and for the first time for an En-

field, a monoshock at the back. A trials-style exhaust also appears to be standard. The instrument panel is new and comes with a speedo, rev counter, fuel gauge and a compass.

Royal Enfield will offer a host of accessories for the Himalayan.

Spy shots reveal that panniers are coming for sure. Some shots also reveal that the Himalayan will also come with detachable fuel cans which can be mounted on the sides of the tank. The Himalayan will officially be revealed before the Auto Expo. [G](#)

Hero Electric give out 18,000 rides



THE 'ODDEVEN' test in Delhi to curb vehicular pollution caused quite a stir. Most importantly electric vehicle manufacturers have got quite a boost. Hero Electric started an initiative for complimentary last mile connectivity, where they loaned over 18,000 electric two-wheelers to people during the odd-even trial period. [G](#)

Wrangler announces contest winner

WRANGLER HAD started the True Wanderers initiative a few months back. Now the company has announced the True Wanderer 4.0 winner. Tariq Aziz Khan from Kolkata won the contest and runners up was Saquib Ahmad from Bangalore and Sachin Sadashivan Nair from Mumbai. Tariq was chosen as the

jury found him to be a free spirit with an eye for detail. The winner and the ultimate True Wanderer took home a Triumph Bonneville bike.

The initiative by Wrangler saw thousands of entries received and one the top ten entrants were flagged off from a Wrangler store in their city and went on a week-long journey. The winners were chosen by an eminent panel of jury members. Apart from that, online voting was also organised to add competition. [G](#)



From right True wanderer winner Tairq Aziz Khan and marketing head Wrangler Anshul Chaturvedi handing over the Triumph Bonneville

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HINDUSTAN POWER

Gunning for victory

TVS decides to revive the Victor brand and we head to TVS' test facility in Hosur, Tamil Nadu to find out if the new clothes and heart are enough to rerun the success story

PICTURES Pawan Dagia



More than eighty per cent of the Indian motorcycle market is dominated by commuter motorcycles in the 100-110cc segment. So don't balk at the fact that yet another 110cc motorcycle hits the already teeming market. It is after all, the bread and butter segment where TVS, until now, has had only two entrants. Both the Star City + and Sport have raked in a lot for TVS, both in terms of sales and visibility in the segment. Moreover, TVS motorcycles have been known for their reliability and most importantly, fuel efficiency. But without a constantly updated product portfolio, there's always the possibility of fading amongst the plethora of options available out there for the consumers.

Enter the all-new TVS Victor. This was a brand name that worked wonders for TVS when it was launched back in 2002. Contemporary styling, Power and Eco 'modes' among other features saw it sell about 40,000 units a month at the time. It was eventually phased out in 2007 only to be reincarnated nearly a decade later.

Now, the new bike brings in flamboyant styling albeit picking up cues from its stable mates. For instance, the headlamp follows the



Analogue-digital instrumentation highlights a big tachometer with readouts displayed on the LCD screen



TVS Victor



Engine

109.7cc, single-cyl

Power 9.6bhp@7,500rpm

Torque 9.4Nm@6,000rpm

Gearbox 4-speed



Wheelbase

1,260mm

Kerb Weight

113kg



0-100kmph

NA

Top speed

NA



Price Rs 51,490 (ex-

showroom, disc)

On sale now

1. Series springs for the rear suspension offer versatility for ride and load bearing.
2. Spacious seat offers comfortable room for both rider and pillion.
3. Hazard light switch can be mistaken for an engine kill switch.
4. The new engine claims 76kmpl while still being sporty in nature.
5. Disc brake offers good stopping power



CONSUMERS OF THIS SEGMENT ARE LOOKING FOR A DASH OF PREMIUM BUT WHAT THEY'RE REALLY AFTER IS WHERE TVS EXCELS – ENGINES

design elements of the Sport's unit. The fuel tank and rear sections closely resemble the ones on the Star City +. I've always found TVS to follow a conservative approach to sporty design and it works for them. Consumers of this segment are looking for a dash of premium but what they're really after is also where TVS excels – the engine.

A 3-valve Ecothrust engine resides within the single downtube frame. Apart from the healthy power and torque figures, it is the engineering that has gone into the motor that's interesting. The focus here was to increase refinement levels which in turn would result in better riding comfort and reduced NVH. In went a silent cam-chain and spring



Likes

Rider and pillion comfort, refinement and smoothness, engine and gearbox performance




Dislikes

Stiff ride quality when riding solo, conservative styling may age faster, may not stand out in a crowd

loaded rocker arms to reduce tappet noise. Further, a cooling jacket has been incorporated in the combustion chamber which dissipates heat better, by channelling heat away from the intake valves. While the front suspension is telescopic, the rear suspension is a trick little unit. A stiffer spring has been integrated with a lower rate spring mounted above the former, to counter heavier pillion loads without compromising the ride quality.

On the move, this setup comes across as slightly stiff and higher speeds amplified the stiffness, transferring jolts onto the arms and back. TVS claims to have built the Victor for family use and that's evident from the roomy seats and the fact

that the suspension was more pliant while riding two up. Furthermore, the engine packs enough grunt to even feel sporty. There's ample power in the mid-range, running through gears on the well spaced 4-ratio gearbox.

The reach to the handlebar is comfortable and so is the seating and peg positioning. Slow rush hour commutes aren't going to leave you tired. The Victor is also agile and much of it is credited to the TVS Remora tyres that offer enough grip and confidence to carry speeds into flowing corners. We rode the disc brake equipped variant and it displayed excellent braking duties although devoid of brake feel at the lever. 

COMPETITION CHECK



HERO PASSION X-PRO

ENGINE 109.1cc POWER 8.7bhp

TORQUE 9.36Nm

PRICE ₹ 54,500 (ex-Delhi)



HONDA LIVIO

ENGINE 109.2cc POWER 8.2bhp

TORQUE 8.6Nm

PRICE ₹ 55,489 (ex-Delhi)

VERDICT

TVS has put in a lot of effort in the new Victor and all of it comes across when astride it. The outstanding refinement levels of the engine, the enthusiastic performance and brilliant comfort levels for both the rider and pillion are all aiming at factors that really matter in this segment. Better still, value-add features like alloy wheels are standard on the bike. Disc brakes, while optional, still result in a price tag that reflects better value than its closest rivals.



Abhik Das

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FIRST RIDE



A little more gusto

PICTURES Pawan Dagia

Mahindra will offer a second engine option for the Gusto. We ride it around the hills of Lavasa near Pune

Scooters are the primary choice of the family man here in India. They are basic and built to perform a standard set of chores. This includes, dropping kids to school, the office run and the odd grocery run. But Mahindra believes that even the family man deserves some bit of fun and hence the new Gusto 125. Right from launch the Gusto has been a rather neu-

tral competitor. It looks sedate and something which would be accepted by families as a whole. The Gusto 125 though looks snazzier thanks to the adoption of two-tone colours and a dash of chrome. Not to forget the new decals. The 12-inch wheels and forks have been given an all black treatment and as a result the 125 is a kaleidoscope of colours. Mahindra will also offer a range of colour schemes



THE GUSTO 125 GETS SNAZZIER DECALS AND A LOUD PAINT SCHEME. OTHER OPTIONS AVAILABLE AS WELL



COMPETITION CHECK



HONDA ACTIVA 125

ENGINE 124cc POWER 8.6bhp

TORQUE 10.1Nm

PRICE ₹ 61,857 (ex-Delhi)



SUZUKI SWISH 125

ENGINE 124cc POWER 8.5bhp

TORQUE 9.8Nm

PRICE ₹ 51,259 (ex-Delhi)

which include loud combinations, like the one you see in the pictures, to flat colours. Apart from that all the goodness from the 110 has been adopted in the 125 as well. This means that the buyer gets the flip key, LED pilot lamps, adjustable seat (which we believe is a brilliant feature for India) among others. The instruments too remain same and are an all analogue setup complete with speedo, odo, fuel gauge and tell tales. The other good thing which has been retained is the storage space. The under-seat box along with the small compartment on the handle bar are useful touches.

The major change though comes in form of the 125cc motor. The base motor is the same 110cc M-Tech engine which has been bored out to the larger figure. Larger low friction pistons an offset crank and a load sensing multi-map ignition curve have been added to aid refinement. A larger carburettor has also been incorporated. In all the new engine

delivers 8.5bhp and 10Nm of torque which is marginally more than the 110cc variant.

Get astride and the scooter feels comfortable. The upright seating position is further aided by the adjustable seat which is large and offers ample space for both rider and pillion. The large grab rail at the back also comes handy on the move. Crank her up and the engine feels smooth at idle. Vibes are kept to a minimal and the exhaust note too is more of a purr. Twist the throttle and the scooter zips forward with relative ease accumulating speed with minimal vibes transferred to the rider. An indicated 80kmph comes up quick but from then on the engine starts screaming and there is not much which happens as far as gathering speed is concerned. So in a real world situation, the Gusto 125 should get to an indicated 85kmph. But the good thing is that even at top speed the Gusto 125 remains smooth.



Likes

Can feel the extra power, vibe free engine, ride quality, equipment, features



Dislikes

Noisy at top speed, no disc brake option, brakes lack bite and feel



Mahindra Gusto 125



Engine

124.6cc, single-cyl
Power 8.5bhp@7,000rpm
Torque 10Nm@5,500rpm
Gearbox CVT



Wheelbase(mm)

1,275

Kerb Weight

123kg



0-100kmph

NA

Top speed

85kmph



Price Rs 52,000 (est)
February 2016

We are happy to report that the Gusto 125 offers one of the most pliant rides of any scooter available in India. No matter if it is a rut, pothole or bumpy gravel there is little which is transferred to the rider. This is especially the case when it comes to the rear. Incredible how Mahindra have been able to get the suspension tuning so spot on. It even handles well and loves to take on corners. The only thing is that more adventurous riders will end up scraping the side stand.

As far as braking is concerned, the Gusto 125 decelerates well, but the mechanical drum brake (specially up front) lacks a prominent bite. The company informs us that a disc brake will be offered soon and that should surely be better than the drums used now. 🚗

1. Switchgear is basic with a press-to-cancel indicator. Though we do miss a flash-to-pass switch.
2. The new engine is marginally more powerful and packs in a lot of tech.
3. Underseat storage space is adequate.
4. The seat is height adjustable: 770mm in the upper position and 735mm in lower position. The seat too is wide and long enough to accommodate rider and pillion in comfort



VERDICT

The Gusto was Mahindra's first new scooter from the ground up and they did a good job in the first place. The scooter offers a very acceptable look, offers plenty of innovative features like the height adjustable seat and flip key apart from others. The ride quality too was brilliant. Now with the 125cc motor it has become even better thanks to the addition of more power. The engine is smooth and sounds good too. Overall this one should be well accepted by the scootering janata.



Rahul Ghosh

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FIRST RIDE

Race refined

PICTURES Pawan Dagia



TVS spawns a new and faster breed of Apaches for the street and track and we have a ball putting the RTR 200 through its paces around TVS' closed test-track

Boy, oh boy was I excited with news of a 200cc Apache. I had ample reason to be thrilled. It's coming from an Indian manufacturer, and the only one at that, who has been actively participating in motorsport over the years since 1984. And what really makes the new Apache RTR 200 4V (bit long, no?) special is the engineering that trickles down to road bikes from racing.

It has been eons since TVS had truly upgraded

the RTR 160 and 180 twins and with the time ripe for the 200-250cc segment, it was only right to come up with a new product. The years were utilized to work on the RTR 200 and I can safely say that it was time truly well spent, looking at jaws drop when the bike was revealed in the flesh.

There's an unmistakable RTR semblance in the way the 200 looks but every bit is all-new. There are sharper angles and racier lines in the bodywork that make this Apache appear true to its name.

”

SHARPER
ANGLES AND
RACIER LINES
MAKE THIS
APACHE APPEAR
TRUE TO ITS NAME



1. All-digital meter even offers a lap timer. 2. New engine is the most refined unit in the RTR series. 3. Contoured split seats look good and are comfortable too. 4. Switchgear and plastics exude quality



TVS Apache RTR 200 4V

**Engine**

197.8cc, oil-cooled, single-cyl

Power 21bhp@8,500rpm**Torque** 18.1Nm@7,000rpm**Gearbox** 5-speed**Wheelbase**

1,353mm

Kerb Weight

148.5kg

**0-100kmph**

12 seconds

Top speed 129kmph**Price** Rs 88,490 (ex-showroom)**On sale now**

”
BRAKES AND
FRONT END
OFFER SUPERB
CONFIDENCE
TO BRAKE
LATE AND
DEEP INTO A
CORNER

Then there are the alloy wheels, DRLs and all-matte paint schemes that further enhance the aggressive theme, appearing almost Japanese-like. The RTR 200 is striking from any angle. For a bike like this though, it's the go packed with the show that matters.

And the go comes from a variety of mechanical factors that have been worked upon. A split double cradle chassis uses the new 200cc motor as a stressed member providing rigidity and better weight distribution. The piston uses a nano

particle coating that helps maximize lubrication in the first 2,000 odd kilometres of its running. The “4V” in the name comes from the single overhead cam operated 4-valve head, aptly covered with a bright red painted valve cover. The oil-cooled motor has specific channels around the valves and combustion chamber for faster cooling and improved thermal efficiency.

Down the main straight of TVS' short test track at their sprawling facility, the RTR 200 accelerated effortlessly, letting out a throaty engine

Likes

Usable power, neutral and balanced handling for different applications, stunning styling

**Dislikes**

Too many options, fuel-injection should've been standard, likewise with ABS

5. LED tail-lamps get a white casing and are bright but not as angular as the rest of the bike's styling. 6. Off-set fuel tank is a nice styling touch, should aide easier fill-ups



COMPETITION CHECK



BAJAJ PULSAR NS 200

ENGINE 199.5cc **POWER** 23.5bhp
TORQUE 18.3Nm
PRICE ₹ 91,553 (ex-Delhi)



KTM 200 DUKE

ENGINE 199.5cc **POWER** 24.8bhp
TORQUE 19.2Nm
PRICE ₹ 1,43,000 (ex-Delhi)

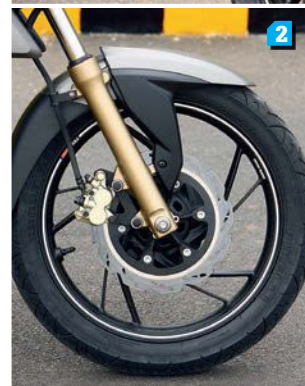
note. The stainless steel exhaust pipe ends with a double barrel end can under which resides a second catalytic converter and resonator. The sound is engineered says TVS, besides looking like a machine gun. There's not much engine noise though, thanks to the silent cam chain. Refinement levels are top notch as no vibrations crept into the bars or pegs even nearing the engine's 11,500rpm soft rev-limiter.

The straight ends with a long right-handed loop that's bumpy and here's where the KYB suspension displayed its efficacy soaking up the undulation with barely a bother to the chassis. The bike stays true to its line, responding to rider inputs with optimal accuracy.

The carburetted version (yes, there's an option!) shows slight lag in throttle inputs beyond the mid-range where the Bosch-supplied fuel-injection is more responsive. To nail a corner perfectly, it's these minor differences that'll make a difference. Better fueling with the FI also helps achieve earlier opening of the throttle at corner exits and better top-end performance. You'll also get an option to choose between TVS Remora tyres or a Pirelli Angel GT rear and Pirelli Sport Demon front combo. It's surprising how grippy the TVS tyres are compared to the Pirellis and there's little to tell them apart in regular use.

The back straight ends in a U-turn where the non-ABS brakes slowed us down from 130kmph, from well within the 50m track markers. The brakes and front end combined, offer superb levels of confidence to brake late into a corner. An ABS option will only further enhances the safety envelope. 🚀

1. Lower engine cowl helps to redirect hot air from the engine away from the rider's legs. 2. The non-ABS 270mm petal discs offer good bite and feedback



VERDICT

What a rush the RTR 200 presented, riding it hard. It's a complete package that offers stunning looks, functional ergonomics comfortable for the street and it feels at home on a race track too. Refinement and power to boot, the RTR 200 is a delightful package that fails to disappoint in any respect. TVS has focused their engineering on real-world usability but the RTR racing DNA shines through to cater the performance hungry consumers of this segment.



Abhik Das

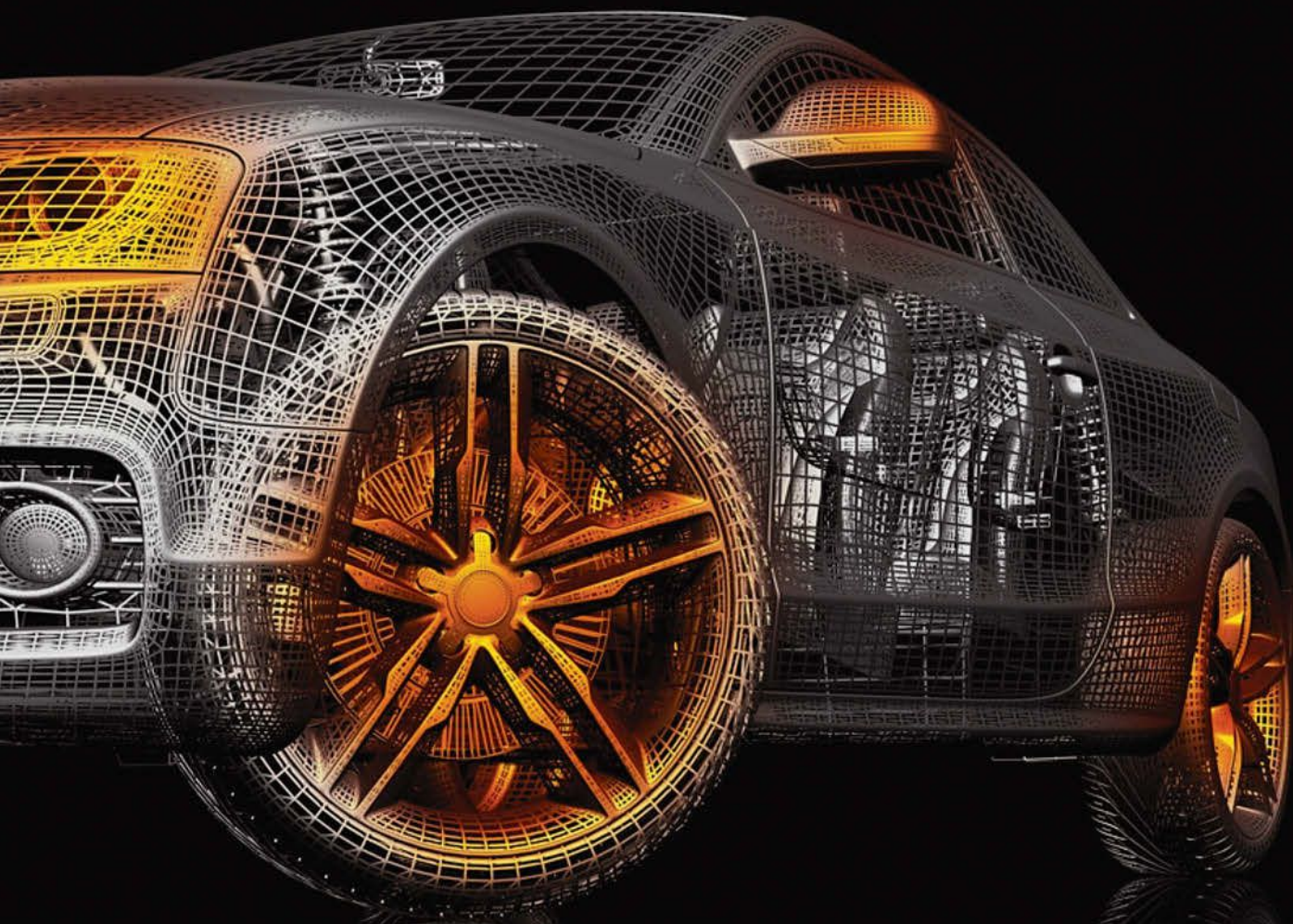
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Royal Enfield Continental GT

Brakes Disc (Front & rear) | **Instrumentation** Analogue/Digital | **Wheels** Alloys | **Fuel tank** 13.5 L | **Engine** 535cc | **Power** 29.1bhp | **Torque** 44Nm

Price when new

₹ 2.05 lakh
(Ex-Delhi)

The Continental GT was a mammoth project for Royal Enfield. After decades, the company had actually launched a new motorcycle. It sports a twin downtube chassis and is loaded with goodies like Paioli twin gas charged shocks at the back and large 41mm telescopic forks up front. Even the brakes are top class Brembo discs mounted both up front and back. Adding to it is the 535cc engine which though a bored out unit of the older 500cc was more powerful and offered more torque as well. Needless to say, the Continental GT sports looks to die for. The bike is available in a single seat format with a twin seat available as an option. The brilliant bar end mirrors (seen here) are also on the option list. Originally available in either red or yellow, a third colour, black, was recently added. The icing on the cake is the tyre package from Pirelli, which do a good job of gripping the tarmac. So overall the GT has proved to be quite an eye-catching machine.

On the downside, the Continental GT does have its little niggles. First, the engine feels vibey once past 90kmph and the vibrations are pretty prominent. As a result people have complained of various bolts like on the exhaust brackets working loose. Frequent care is required. The engine also has displayed a tendency to leak oil and this is a common thing. The other thing which is a cause of concern is the top bearing which tends to get loose. The fork oil seals also need care. Another issue comes in form of the battery losing charge. This has been reported by many owners. Last but not the least, the digital fuel gauge also is not accurate and one drops from half to empty sooner than expected.

However being an Enfield it holds its value well. 🍷



How Much ₹

Much like other bikes in the Royal Enfield portfolio, the Continental GT too holds its value well. It is loaded with goodies and getting one for cheap is not possible.

Model year	PETROL	
	Below 50,000 Km	Above 50,000 Km
2013	NA	NA
2014	1.4 lakh	1.1 lakh
2015	1.6 lakh	1.2 lakh

Parts watch

Parts are expensive. But one has a lot of choices as far as accessories

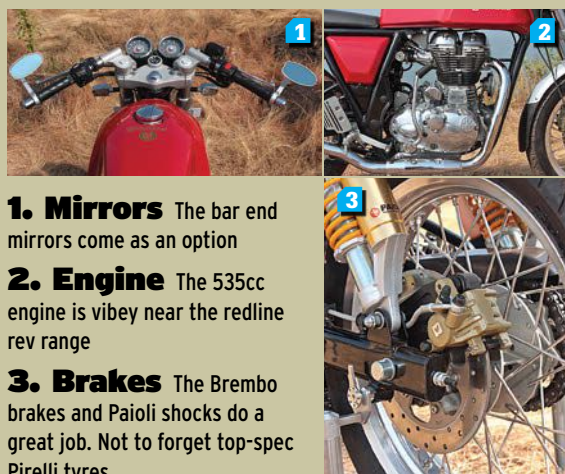
Parts	Price (Rs)
Clutch/Front brake levers	540
Gear/Rear brake levers	950
Front fender	1250
Headlight assembly	1000
Tail light assembly	540
Mirrors (pair)	540
Indicators (pair)	850

VERDICT

The Continental GT is best described as a weekend ride. This is the best way to enjoy this bike. On a daily basis though the bike ages very fast. The age though does not show on the surface but in the mechanicals which is not such a good thing. Enjoyable though it is.

Rahul Ghosh

What to look for



1. Mirrors The bar end mirrors come as an option

2. Engine The 535cc engine is vibey near the redline rev range

3. Brakes The Brembo brakes and Paioli shocks do a great job. Not to forget top-spec Pirelli tyres

Mahindra Gusto

VX

Test Started **April, 2015/23km**

Tenure/
Target mileage
6 months/5,000km

Mileage this month
204km

Efficiency this month
37.6kmpl

Digital display **No** | Tachometer **No** | Fuel gauge **Yes** | Electric start **Yes** | Disc brakes **No** | Tyres **Tubeless** | ARAI Efficiency **63.5kmpl** | Price **Rs 48,850 (ex- Delhi)** Warranty **5 years/ 12,000 km**



1. The grip from those MRF Zapper's prove to be a major boon in unpredictable Delhi traffic
2. That itsy-bitsy hook has been a life-saver on errand runs

The Mahindra Gusto has been with us for a good six months now, in that time the scooter has played chariot to quite the handful of members in the Auto Today family. The one aspect everyone raves about and I, personally, will surely miss is the levels of comfort the Gusto's large seat provides. It will allow you take plenty leverage when attacking a corner and when needed, cocoon your backside when commuting to work. However, in these past two foggy months in the capital, I've noticed the headlight throw can be quite the annoyance. It's perfectly fine with the throttle pinned but quite inadequate when you need to feather your way through dense fog at 6' o clock in the morning. Now since this is the Gusto's last month with us, we've been concentrating more on the riding part. By the time this magazine

hits the stands the scooter will be back in to the good hands over at Mahindra. Until the time comes to hand over the keys, we'll be on the lookout for any last niggles that may crop up during that period. The 110cc 4-stroke mill has been running well but the overdue service has resulted in it running a bit rough and in these cold winter days, is also a bit of lazy lump when asked to wake up in the morning for commute time. This has also in turn affected the fuel efficiency and after all calculations done, the numbers add up to 37.6kmpl. While in our care we have been complained about the weight, fuel efficiency and plain staid looks at regular intervals. However, during the tenure we have appreciated the ride quality, ease of handling and the innovative features the Gusto has to offer in its price bracket. Farewell Gusto, ride safe.

WILL SURELY MISS THE LEVELS OF COMFORT THE GUSTO'S LARGE SEAT PROVIDES

Karan Mathur

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INTRODUCTION

Mahindra Mojo

Test Started **February,**
2016/143km

Tenure/
Target mileage
12 months/5,000km

Mileage this month **NA**

Efficiency this month
33kmpl

Digital display **Yes** | Tachometer **Yes** | Fuel gauge **Yes**
| Electric start **Yes** | Disc brakes **Yes** | Tyres **Tubeless**
| ARAI Efficiency **NA** Price **Rs 1.58 lakh (ex- Delhi)**

“
THE MOJO IS
THE BIGGEST
BIKE BUILT BY
MAHINDRA TWO
WHEELERS.
LOT OF
EXPECTATIONS



The IP is well loaded with features including a top speed recorder

There was no better time than now to have recieved the Mahindra Mojo. Why? You see in this part of the world, summers are torturous, but winters are just right. With the sun out of the way, riding season is truly fun. Hence the comment. So the first weekend we got the bike, I took it for a short shakedown towards Agra on the famed Yamuna Expressway. But the story begins before when I went to fill it up. After about 10 litres of petrol went in, the attendant was expecting to hit the full mark. It didn't. At 16, he was surprised and at 20 he just could not believe it! I told him that it had a 21-litre tank. After riding past the amused face, I took it on to the expressway and started cruising at about 100kmph. At this speed the Mojo felt ever so relaxed. Very little

vibrations crept in and the straight up riding position was rather comfortable. The comfort factor was high and thanks to the open road ahead, progress was quick. Once on the massive expressway, achieving the top speed was not much of a problem. The other good trait was that there was no cause of concern with the engine temperature and it remained cool for all the near 200km ride. In all the Mojo has kept us happy in the first month. But rest assured we will ride it hard in the following months. 🚀

Rahul Ghosh
Associate Editor
rahul.ghosh@intoday.com
@bulletcompany



Santosh unfortunate at the Dakar

HOPES RIDING on CS Santosh came crashing down with the talented rider dropping out on Stage 4 due to electrical trouble on his bike. In a series of unfortunate events, the navigation tower on his Suzuki 450 Rally broke on the beginning of Stage 4 and shortly thereafter shorted out the entire bike's electricals. A rule stating that team mechanics are barred from working on the vehicle after the third stage left the rider with no other option but to call it a wrap after having progressed up to 58 on the leaderboard.

Onto the final leaderboards, Toby Price on a KTM motorcycle became the first Australian to win the Dakar, in only his second year competing. Price continues the 15-year winning streak for KTM, since their top rider Marc Coma made the switch to admin duties this year. Stephane Peterhansel came out on top in the car category over last year's champion, Al-Attiyah, making it his twelfth win. His win also commemorates the first win for Peugeot in 25 years. 🇫🇷



CAR OVERALL

Pos	DRIVER
1	Peterhansel/Cottret (PEUGEOT)
2	Al-Attiyah/Baumel (MINI)
3	De Villiers/Von Zitzewitz (TOYOTA)

TRUCK OVERALL

Pos	DRIVER
1	De Rooy/Torraladona/Rodewald (IVECO)
2	Mardeev/Belyaev/Svistunov (KAMAZ)
3	Villagra/Perez companc/Memi (IVECO)

BIKE OVERALL

Pos	DRIVER
1	Price (KTM)
2	Svitko (KTM)
3	Quintanilla (HUSQVARNA)

QUAD OVERALL

Pos	DRIVER
1	M. Patronelli (YAMAHA)
2	A. Patronelli (YAMAHA)
3	Baragwanath (YAMAHA)

FMSCI awards c'ship rights

AT THE close of the FMSCI championship bids, MMSC and JK Tyre will hold two separate 4-wheeler racing c'ships. MMSC also gets the 2-wheeler c'ship, 2 & 4-wheeler drag racing c'ship and the dirt track c'ship. Northern MotorSports will run an autocross c'ship, while the Himalayan Motor Sports Association will run the TSD rally c'ship. 🇮🇳

Jehan Daruvala scores first Formula win

MOVING UP from karts, Daruvala, managed his first victory in the Toyota Racing Series. The first two races were less than ideal for the 17-year old. All that changed with race three, where Je-

han was able to move up from 15th on the grid to first. Apart from competing the Toyota Racing Series, Daruvala will also be driving the Formula Renault 2.0 and Formula Renault Eurocup. 🇮🇳



Aravind wins second Rally of Karnataka

IN A spectacular show of dominance, KP Aravind of Team TVS Racing followed up his National Supercross title win last year, with an overall championship win in the MRF MOGRIP FMSCI 2W National Rally Championship. The fifth and final round was held in Bangalore and the Mangalorean rider clocked a total of 53 min 57 sec in the Class 1, Group A category. The second place finisher was



Uday Kumar with a time of 1:05:11. In Class 4, Group B M3&4, Abdul Wahid, also of Team TVS Racing, posted a 58 min 15 second overall time to take the win. Notable mention goes to privateer Rajendra RE who won in Class 2, Group B M2 with a time of 59 min 13 sec. 🏁

Kush Maini graduates into Formula cars

AFTER A WINNING season in karts last year, the fifteen year old Maini will move up into Formula 4 racing. He has confirmed participation in the SMP Formula 4 Championship as well as the Spanish Formula 4 Championship. Both of which are one-make championships, with venues ranging from tracks in Russia, Holland, Finland for the former while the latter will visit Spain and Portugal. 🏁

MMSC-Vento Cup for 2016

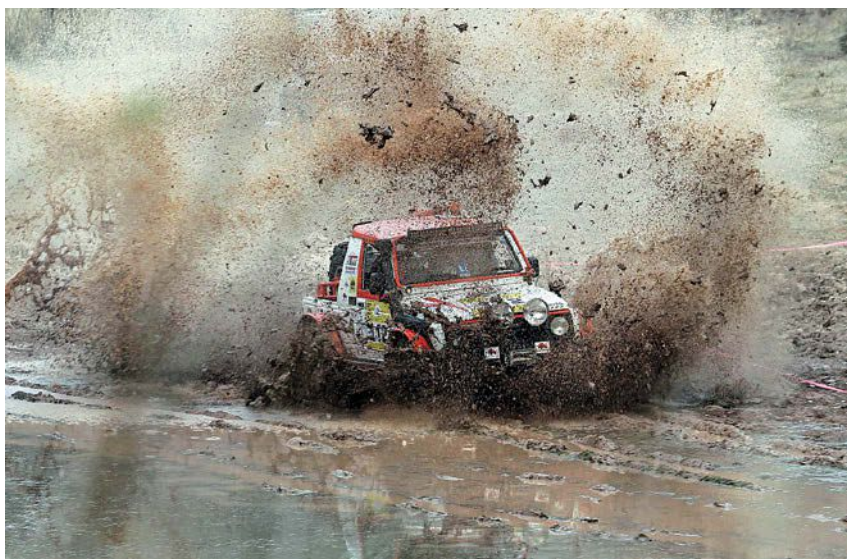
VW MOTORSPORT India has tied up with MMSC and will run their Vento Cup series under the MMSC Indian National Racing Championship banner for the next three seasons. This also means the series shifts from using JK Tyres' racing slicks to MRF rubber. The format of the

season will remain the same, with 10 races held over four rounds at Kari Speedway, Coimbatore, Buddh Circuit, Delhi and with a return to the Sriperembudur track at Chennai. Entering its seventh season, the Vento Cup will kick off with driver selection in late January. 🏁



Tejinder Singh wins RFC North

A MEMBER of the Gerrari Offroaders Chandigarh club, Tejinder Pal Singh (co-driver Harpreet Singh) has won the first ever Force Gurkha RFC North India, organised by Cougar Motorsport. With this win, Singh obtains free automatic entry to the the RFC India Mother event to be held in Goa in July. Singh thus becomes the first confirmed competitor at the event that will play host to 25 teams slugging it out for the RFC India title. He competed the event in his Mahindra C3JB and scored 462 points out of 500, with perfect 100 scores in three special stages out of a total of five. No easy feat that, the Gerrari Offroad club also boasts of having two of its other members claim second and third place out of the 10 total competing teams. After two successful RFC India rounds, the North and South chapter are the newest offroad events on the calendar. 🏁



Once bitten, twice high

Our second outing in the VW Motorsports Polo sees us racing the Buddh International Circuit. Simran Rastogi finds out that when the trackday bug bites, it bites hard

Racecars should come with statutory warnings: 'Caution: Life will never seem the same after a lap in this.' Oh yes, even the ones powered by noisy diesel engines and 'only' making 130bhp or so, like the 1.6-litre engined Polo I spent a weekend in. There's a level of hardcore that only comes with a rollcage, a stripped out interior and a six-point harness that no road car can hope for. Even if it's got a few hundred horses more.

The occasion of this epiphany was a race that VW Motorsports organised for members of the press. I, of course, had zero idea at the start of our first briefing session that I'd be left foaming at the mouth for more. I'd driven the race-prepared Polo and Vento a few months at the Coimbatore track but never would I have imagined the difference between driving fast and actually racing to be this addictive. Adding to my cluelessness, was a purely YouTube-based knowledge of the track.

With a head full of cautionary flags and racing lines from Rayomand Bannere, driving coach for the VW Vento Cup, our first eight-lap practice session was underway. Without the benefit of a sighting lap next to a professional, my best bet at figuring out the track was to stick to the outer kerb before a corner and aim for the middle of the upcoming turn. The usual in wide-hit apex-out wide drill. The Buddh circuit is a little less forgiving to such simplicity though. I locked up under braking countless times,

spun right around twice and overall felt like a monkey trying to perform heart surgery. The timings were heartening though, I managed to be fourth quickest. Maybe there was something to the whole 'if you feel slow, you're probably not' line of racer's talk.

Armed with confidence and, expectations for the first time, the end of practice session two had me pulling into the pits once again feeling undramatically slow. I was so focussed on getting corners textbook right, it felt like I had completely forgotten there was a pedal in the car that made it go faster. But, once again, proved wrong – the fastest lap had my name next





1. Start/finish line; where races are made and lost 2. Steady hands pre-race. 3. Grid girls in sweaters not dresses. Blame the Delhi winter. 4. (L to R) Yours truly, Raunak Ajinkya, Motoring World and Anirudha Rangnekar, Evo.

to it! Thoroughly puzzled, a chat with Rayo and Aditya Patel, Audi LMS racer and VW Motorsport ambassador, revealed that all of us were actually being conservative. Apparently, the first step is to feel in-control and then just keep delaying braking until you feel like the car's going to step around and slap you. That, is the fine line between driving fast and racing.

Qualifying was immensely rewarding. I tried out everything, everyone had told me and for the first time, felt like I was going around the track with speed. Where previously I was in third gear, I was now in fourth. Instead of braking with caution, I was all in. Going through the succession of quick chicanes had me holding on, bouncing off the kerb and just barely keeping it all together. Feeding in the throttle, keeping the balance of the car right

Specifications



Engine
1.6-litre 4-cyl turbo-charged diesel
Power
130bhp@4,400rpm
Max torque
250Nm@1,500-2,500rpm
Gearbox
6-speed manual



Wheelbase(mm)
2,456
LxWxH (mm)
3,970x1,682x1,469



0-100kmph
NA
Top speed NA





INSTEAD OF BRAKING WITH CAUTION,
I WAS ALL IN; RIGHT AT THE LIMIT
OF LOCKING UP SPECTACULARLY



1. Rayomand Banerjee, driver coach VW Motorsport, explaining start procedures. 2. Aditya Patel, Sirish Vissa, head of VW Motorsport and HJ Stuck, 24H Le Mans winner, patiently listening to our flying laps.



on the knife's edge, the little Polo came alive under my right foot. I found that braking mid-corner was a surefire way to end up in the grass, so I learnt to trust the car and let it bleed off speed by itself. And the car made sure it all paid off – pole position was mine!

Raceday brought with it mixed emotions. I had a real chance of winning my very first outing at the Buddh, yet I wasn't comfortable with the higher speeds I'd found in qualifying. Should I go all out and risk spinning, or play it safe, even if it meant dropping a few positions? Unfortunately, it was decided for me. On lap one, in the very first corner, I was overtaken thanks to an ultra-conservative line any

grandmother would've been proud of. That's when race mode kicked in. All memories of perfect lines and smooth inputs went straight to hell. I was cutting corners, literally, and sliding all over the track. Occupied with fighting for first, I lost another place and in that spirit, I clawed it back the very next lap. Which, unfortunately, was the second last lap. Despite gaining on the leader, by the time the chequered flag fell, I'd have to settle for second. Barely a loss, because the track had got under my skin. And that's exactly what I imagine the draw of the VW Vento Cup is – a superbly-organised season of racing giving drivers the chance to chase down that ever elusive tenth of a second. Where do I sign up, please? 🏁





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A LOT SIMPLER

GLOSSARY OF ABBREVIATIONS USED

A - Automatic

B - Both front & rear

D - Diesel

E - Electric

F - Front

H - Hybrid

R - Rear

M - Manual









N - Not offered







O - Optional





P - Petrol

S - Seating capacity

SR - Sunroof

MODELS		SPECS		PRICES (Rs in lakh)				ENGINE SPECS				PERFORMANCE				FEATURES												SAFETY																																																	
		FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KM/H (SEC)	TOP SPEED (KM/H)	FUEL EFFICIENCY (ARAI CLAIMED KM/PL)	FUEL EFFICIENCY (TESTED KM/PL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERNALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLEETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS																																										
CHEVROLET																																							WWW.CHEVROLET.CO.IN																																						
		Length x Width x Height (mm) 3495x1495x1518 Ground clearance (mm) 170 Fuel tank size (litres) 38 Boot capacity (seats up/folded in litres) 170/- Little car that scores big on safety despite no safety equipment to speak of																																																																											
Spark	P	Hatch	3.60	3.78	3.72	3.67	3.67	995/4	61	87	5/M	15.4	152	14.7	16.2	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	N	✓	✓																																									
Spark LT	P	Hatch	4.18	4.39	4.31	4.25	4.25	995/4	61	87	5/M	15.4	152	14.7	16.2	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
DATSUN																																							WWW.DATSUN.CO.IN																																						
		Length x Width x Height (mm) 3785x1635x1518 Ground clearance (mm) 170 Fuel tank size (litres) 35 Boot capacity (seats up/folded in litres) 265/- Decent enough driving package but interiors while spacious are barebone																																																																											
Go D	P	Hatch	3.23	3.37	3.32	3.29	3.23	1198/3	67	104	5/M	-	-	20.6	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	N	✓	✓																																									
Go A	P	Hatch	3.59	3.74	3.68	3.65	3.58	1198/3	67	104	5/M	-	-	20.6	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
Go T	P	Hatch	4.04	4.22	4.16	4.12	4.04	1198/3	67	104	5/M	-	-	20.6	-	✓	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
		Length x Width x Height (mm) 3995x1635x1490 Ground clearance (mm) 170 Fuel tank size (litres) 35 Boot capacity (seats up/folded in litres) 347/- Easily the most spacious in its class but suffers from same setbacks as the hatch																																																																											
Go+ D	P	Hatch	3.79	3.96	3.90	3.86	3.79	1198/3	67	104	5/M	-	-	20.6	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
Go+ A	P	MUV	4.15	4.33	4.26	4.22	4.14	1198/3	67	104	5/M	-	-	20.6	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	✓	N	✓	✓																																							
Go+ T	P	MUV	4.70	4.91	4.84	4.79	4.70	1198/3	67	104	5/M	-	-	20.6	-	✓	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	✓	N	✓	✓																																							
HYUNDAI																																							WWW.HYUNDAI.COM/IN																																						
		Length x Width x Height (mm) 3495x1550x1500 Ground clearance (mm) 170 Fuel tank size (litres) 32 Boot capacity (seats up/folded in litres) 215/- Fluidic styling makes a statement on this small Hyundai, also feature rich																																																																											
Eon D-Lite	P	Hatch	3.12	3.26	3.21	3.16	3.14	814/3	56	75	5/M	17.0	140	21.1	16.7	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
Eon ERA+	P	Hatch	3.52	3.67	3.62	3.56	3.54	814/3	56	75	5/M	17.0	140	21.1	16.7	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	✓	N	✓	✓																																							
Eon Magna+	P	Hatch	3.83	4.00	3.94	3.88	3.86	814/3	56	75	5/M	17.0	140	21.1	16.7	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	M	✓	✓	✓	✓	✓	✓	✓	N	✓	✓																																							
Eon Sportz	P	Hatch	4.11	4.30	4.23	4.17	4.15	814/3	56	74	5/M	17.0	140	21.1	16.7	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	M	✓	✓	✓	✓	✓	✓	1	✓	✓																																								
MARUTI SUZUKI																																							WWW.MARUTISUZUKI.COM																																						
		Length x Width x Height (mm) 3545x1490x1475 Ground clearance (mm) 160 Fuel tank size (litres) 35 Boot capacity (seats up/folded in litres) 177/- Not the best in-cabin space but still a great small car at the price																																																																											
Alto800 Std	P	Hatch	2.49	2.70	2.69	2.65	2.62	814/3	56	75	5/M	17.6	142	21.1	16.7	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
AltoK10 LXi	P	Hatch	3.33	3.57	3.55	3.51	3.47	998/3	67	90	5/M	-	-	24.1	20.6	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	M	✓	✓	✓	✓	✓	✓	N	✓	✓																																								
AltoK10 VXi	P	Hatch	3.50	3.74	3.72	3.68	3.64	998/3	67	90	5/M	-	-	24.1	20.8	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	M	✓	✓	✓	✓	✓	✓	N	✓	✓																																								
AltoK10 VXi AGS	P	Hatch	3.99	4.26	4.22	4.18	4.14	998/3	67	90	5/A	-	-	24.1	20.1	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	M	✓	✓	✓	✓	✓	✓	N	✓	✓																																								
		Length x Width x Height (mm) 3675x1475x1800 Ground clearance (mm) 160 Fuel tank size (litres) 40 Boot capacity (seats up/folded in litres) 540/- Most affordable people mover on sale, fuel efficiency a bonus																																																																											
Eeco (5S)	P	MUV	3.12	3.37	3.41	3.39	3.42	1196/4	73	101	5/M	-	-	15.1	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
Eeco (7S)	P	MUV	3.29	3.54	3.58	3.56	3.60	1196/4	73	101	5/M	-	-	15.1	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	M	✓	✓	✓	✓	✓	✓	N	✓	✓																																								
TATA																																							WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP																																						
		Length x Width x Height (mm) 3164x1750x1652 Ground clearance (mm) 180 Fuel tank size (litres) 24 Boot capacity (seats up/folded in litres) 110/- Feels like a completely different car to its predecessor, AMT option a boon																																																																											
Nano XE	P	Hatch	1.99	2.19	2.17	2.16	2.14	624/3	37	51	4/M	-	105	21.1	16.7	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
Nano XT	P	Hatch	2.49	2.71	2.69	2.63	2.62	624/3	37	51	4/M	-	105	-	-	✓	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
Nano XMA	P	Hatch	2.69	2.92	2.90	2.82	2.82	624/3	37	51	5/A	-	105	-	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	✓	N	✓	✓																																							
Nano XTA	P	Hatch	2.89	-	-	2.99	2.99	624/3	37	51	5/A	-	105	-	-	✓	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	✓	N	✓	✓																																							
CHEVROLET																																							WWW.CHEVROLET.CO.IN																																						
		Length x Width x Height (mm) 3640x1595x1520 Ground clearance (mm) 165 Fuel tank size (litres) 35 Boot capacity (seats up/folded in litres) 170/- Sporty styling matched by sporty handling characteristics																																																																											
Beat	P	Hatch	4.20	4.40	4.31	4.27	4.27	1199/4	77	106	5/M	12.9	150	18.6	13.2	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓																																								
Beat LS	P	Hatch	4.47	4.68	4.59	4.54	4.54	1199/4	77	106	5/M	12.9	150	18.6	13.2	✓	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	M	✓	✓	✓	✓	✓	✓	N	✓	✓																																								
Beat LT	P	Hatch	4.89	5.13	5.04	4.99	4.99	1199/4	77	106	5/M	12.9	150	18.6	13.2	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	M	✓	✓	✓	✓	✓	✓	✓	N	✓	✓																																							
Beat	D	Hatch	5.05	5.30	5.19	5.14	5.14	936/3	57	142	5/M	17.8	140	25.4	17.2	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	✓	✓	N	✓	✓																																							

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE				FEATURES														SAFETY									
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLEETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIFE	AIRBAGS	ESP	ABS				
			Length x Width x Height (mm) 3765x1660x1520 Ground clearance (mm) 165 Fuel tank size (litres) 43 Boot capacity (seats up/folded in litres) 256/- Small hatch that spoils you with features like rear AC vents at a sensible price																																			
Grand i10 ERA	P	Hatch	4.69	4.90	4.84	4.80	4.77	1197/4	83	113	5/M	-	140	18.9	-	✓✓	✓	✓	✓	✓✓✓	F	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	N	✓	✓			
Grand i10 Magna	P	Hatch	4.89	5.11	5.04	5.00	4.97	1197/5	83	113	5/M	-	140	18.9	-	✓✓	✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Grand i10 Sportz	P	Hatch	5.28	5.52	5.45	5.29	5.37	1197/4	83	113	5/M	-	140	18.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Grand i10 Asta	P	Hatch	5.55	5.80	5.73	5.68	5.64	1197/4	83	113	5/M	-	140	18.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	⊠		
Grand i10 Era	D	Hatch	5.55	5.83	5.74	5.69	5.66	1120/4	71	160	5/M	-	150	24.0	-	✓✓	✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓			
Grand i10 Magna	D	Hatch	5.75	6.04	5.94	5.89	5.86	1120/4	71	160	5/M	-	150	24.0	-	✓✓	✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓			
Grand i10 Sportz	D	Hatch	6.14	6.45	6.35	6.29	6.26	1120/4	71	160	5/M	-	150	24.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Grand i10 Asta	D	Hatch	6.42	6.74	6.63	6.57	6.54	1120/4	71	160	5/M	-	150	24.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	0	✓	⊠		
MARUTI SUZUKI			WWW.MARUTISUZUKI.COM																																			
			Length x Width x Height (mm) 3539x1495x1670 Ground clearance (mm) 165 Fuel tank size (litres) 43 Boot capacity (seats up/folded in litres) 180/- The original Tallboy with refreshed looks, offers the most spacious interiors																																			
Wagon R MC LXI	P	Hatch	4.00	4.22	4.20	4.14	4.14	998/3	67	90	5/M	15	140	18.9	15.1	✓✓	✓	✓	✓	✓✓✓	F	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Wagon R MC VXI	P	Hatch	4.25	4.48	4.47	4.39	4.35	998/3	67	90	5/M	15	140	18.9	15.1	✓✓	✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
			Length x Width x Height (mm) 3636x1475x1670 Ground clearance (mm) 165 Fuel tank size (litres) 43 Boot capacity (seats up/folded in litres) 180/- Same Wagon R you know and love but with styling that will make you look twice																																			
Stingray LXI	P	Hatch	4.19	4.42	4.40	4.34	4.33	998/3	68	90	5/M	15	140	20.5	-	✓✓	✓	✓	✓	✓✓✓	F	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Stingray VXI	P	Hatch	4.47	4.71	4.69	4.61	4.57	998/3	68	90	5/M	15	140	20.5	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
			Length x Width x Height (mm) 3600x1600x1560 Ground clearance (mm) 165 Fuel tank size (litres) 35 Boot capacity (seats up/folded in litres) 235/- Great ride and peppy petrol engine, only automatic choice for the price																																			
Celerio LXI	P	Hatch	3.90	4.11	4.09	4.03	4.02	998/3	68	90	5/M	-	-	23.1	-	✓✓	✓	✓	✓	✓✓✓	F	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Celerio LXI AGS	P	Hatch	4.40	4.63	4.60	4.53	4.52	998/3	68	90	5/A	-	-	23.1	-	✓✓	✓	✓	✓	✓✓✓	N	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Celerio VXI	P	Hatch	4.20	4.42	4.40	4.32	4.27	998/3	68	90	5/M	-	-	23.1	-	✓✓	✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Celerio VXI AGS	P	Hatch	4.70	4.94	4.91	4.83	4.78	998/3	68	90	5/A	-	-	23.1	-	✓✓	✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Celerio ZXI	P	Hatch	4.50	4.73	4.70	4.63	4.58	998/3	68	90	5/M	-	-	23.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	1	✓	✓		
Celerio ZXI AGS	P	Hatch	5.00	5.25	5.21	5.13	5.08	998/3	68	90	5/A	-	-	23.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	1	✓	✓		
Celerio LDi	D	Hatch	4.65	4.90	4.86	4.79	4.78	793/2	47	125	5/M	-	-	27.6	-	✓✓	✓	✓	✓	✓✓✓	F	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Celerio VDi	D	Hatch	4.95	5.21	5.17	5.09	5.04	793/2	47	126	5/M	-	-	27.6	-	✓✓	✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Celerio ZDi	D	Hatch	5.25	5.52	5.48	5.39	5.34	793/2	47	127	5/M	-	-	27.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	1	✓	✓		
			Length x Width x Height (mm) 3775x1680x1620 Ground clearance (mm) 170 Fuel tank size (litres) 43 Boot capacity (seats up/folded in litres) 236/- Like the Swift but with an upright driving position and friendlier price-tag, great city-car																																			
Ritz LXI	P	Hatch	4.38	4.67	4.65	4.58	4.57	1197/4	87	114	5/M	13.2	160	18.5	-	✓✓	✓	✓	✓	✓✓✓	F	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Ritz VXI	P	Hatch	4.78	5.04	5.02	4.96	4.93	1197/4	87	114	5/M	13.2	160	18.5	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Ritz ZXI	P	Hatch	5.38	5.70	5.65	5.60	5.57	1197/4	87	114	5/M	13.2	160	18.5	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	2	✓	✓		
Ritz ZXI AT	P	Hatch	6.02	6.35	6.30	6.22	6.20	1197/4	87	114	4/A	-	-	17.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Ritz LDi	D	Hatch	5.46	5.73	5.74	5.65	5.66	1248/4	75	190	5/M	13.5	155	23.2	-	✓✓	✓	✓	✓	✓✓✓	N	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Ritz VDi	D	Hatch	5.79	6.07	6.08	5.83	6.00	1248/4	75	190	5/M	13.5	155	23.2	15.7	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	⊠		
Ritz ZDi	D	Hatch	6.38	6.75	6.69	6.61	6.60	1248/4	75	190	5/M	13.5	155	23.2	15.7	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	2	✓	✓		
			Length x Width x Height (mm) 3850x1695x1530 Ground clearance (mm) 170 Fuel tank size (litres) 42 Boot capacity (seats up/folded in litres) 205/- Slightly long in the tooth now but still a sales scorcher, overall sorted package																																			
Swift LXI	P	Hatch	4.58	4.82	4.80	4.73	4.72	1197/4	84	115	5/M	12.5	160	20.4	12.6	✓✓	✓✓	✓	✓	✓✓✓	F	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Swift VXI	P	Hatch	5.31	5.53	5.50	5.42	5.41	1197/4	84	115	5/M	12.5	160	20.4	12.6	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Swift ZXI	P	Hatch	6.17	6.49	6.44	6.36	6.35	1197/4	84	115	5/M	13.6	157	18.6	12.6	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	2	✓	✓		
Swift LDi	D	Hatch	5.76	6.07	6.05	5.91	5.96	1248/4	75	190	5/M	14.3	157	25.2	18.8	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Swift VDi	D	Hatch	6.22	6.69	6.67	6.56	6.58	1248/4	75	190	5/M	14.3	157	18.8	22.9	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	N	✓	✓		
Swift ZDi	D	Hatch	7.21	7.55	7.51	7.42	7.41	1248/4	75	190	5/M	14.3	157	18.8	22.9	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	2	✓	✓		

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE					FEATURES															SAFETY										
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS							
NISSAN																																							WWW.NISSAN.IN		
	Length x Width x Height (mm) 3825x1665x1530 Ground clearance (mm) 154 Fuel tank size (litres) 42 Boot capacity (seats up/folded in litres) 251/- Good driving hatch, unfortunately packaged with let-down interiors																																								
Micra Active XV	P	Hatch	4.70	4.90	4.83	4.78	4.69	1198/3	67	104	5/M	13.7	155	19.4	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Micra XL	P	Hatch	5.32	5.55	5.47	5.42	5.32	1198/3	75	104	5/M	13.7	155	18.1	15.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Micra XL CVT	P	Hatch	6.40	6.68	6.57	6.51	6.39	1198/3	76	104	5 CVT	-	-	19.3	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Micra XV	P	Hatch	7.05	7.35	7.24	7.17	7.04	1198/3	76	104	5 CVT	-	-	19.3	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Micra dCi XE	D	Hatch	5.73	5.99	5.90	5.84	5.73	1461/4	65	160	5/M	13.7	158	23.1	21.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Micra Dci XL	D	Hatch	6.16	6.43	6.33	6.27	6.15	1461/4	64	160	5/M	13.7	158	23.1	21.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Micra Dci XV	D	Hatch	7.18	7.49	7.38	7.30	7.17	1461/4	64	160	5/M	13.7	158	23.1	21.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
TATA MOTORS																																							WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP		
	Length x Width x Height (mm) 3690x1665x1485 Ground clearance (mm) 165 Fuel tank size (litres) 37 Boot capacity (seats up/folded in litres) 220/- Still feels like an old-school Tata, offers big space and value though																																								
Indica eV2 emax GLS	P	Hatch	4.04	4.11	4.31	4.10	4.18	1193/4	56	90	5/M	-	-	23.7	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Indica eV2 emax GLX	P	Hatch	4.31	4.39	4.59	4.37	4.46	1193/4	56	90	5/M	-	-	23.7	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Indica eV2 LS	D	Hatch	4.61	4.68	4.87	4.66	4.76	1396/4	70	140	5/M	-	-	25.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Indica eV2 LX	D	Hatch	5.04	5.12	5.32	5.09	5.19	1396/4	70	140	5/M	-	-	25.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
INDIGO eCS LS																																							INDIGO eCS LX	INDIGO eCS VX	
Length x Width x Height (mm) 3998x1620x1540 Ground clearance (mm) 165 Fuel tank size (litres) 42 Boot capacity (seats up/folded in litres) 380/- Excellent ride quality but ergonomics and interior quality still spotty																																									
INDIGO eCS LS	D	Sedan	5.63	5.75	5.96	5.66	5.62	1396/4	70	140	5/M	-	-	25.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
INDIGO eCS LX	D	Sedan	5.79	5.91	6.12	5.83	5.77	1396/4	70	140	5/M	-	-	25.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
INDIGO eCS VX	D	Sedan	6.18	6.39	6.60	6.20	6.16	1396/4	70	140	5/M	-	-	25.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
VISTA LS																																							VISTA VX		
Length x Width x Height (mm) 3795x1695x1550 Ground clearance (mm) 165 Fuel tank size (litres) 37 Boot capacity (seats up/folded in litres) 232/- One of the most spacious hatchbacks, comfortable ride quality																																									
VISTA LS	D	Hatch	5.47	5.55	5.71	5.49	5.46	1248/4	74	190	5/M	-	-	22.3	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
VISTA VX	D	Hatch	6.19	6.27	6.44	6.21	6.18	1248/4	74	190	5/M	-	-	22.3	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
BOLT XE																																							BOLT XM	BOLT XE	BOLT XM
Length x Width x Height (mm) 3825x1695x1562 Ground clearance (mm) 165 Fuel tank size (litres) 44 Boot capacity (seats up/folded in litres) 210/- Roomy interiors with superb equipment like climate control and Harman audio system																																									
BOLT XE	P	Hatch	4.45	4.66	4.66	4.50	4.44	1193/4	89	140	5/M	-	-	17.5	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
BOLT XM	P	Hatch	5.16	5.40	5.39	5.22	5.16	1193/4	89	140	5/M	-	-	17.5	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
BOLT XE	D	Hatch	5.50	5.75	5.75	5.59	5.53	1248/4	74	190	5/M	-	-	22.9	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
BOLT XM	D	Hatch	6.11	6.40	6.39	6.22	6.15	1248/4	74	190	5/M	-	-	22.9	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
ASHOK LEYLAND																																							WWW.ASHOKLEYLANDLVCV.COM		
	Length x Width x Height (mm) 4400x1700x1860 Ground clearance (mm) 180 Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) -/- Basic version of the Nissan Evalia but is comfortable and does the job well on a budget																																								
Stile LE (8S)	D	MPV	7.49	7.83	7.49	7.49	7.49	1461/4	75	185	5/M	-	-	20.1	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
CHEVROLET																																							WWW.CHEVROLET.CO.IN		
	Length x Width x Height (mm) 4305x1680x1750 Ground clearance (mm) 161 Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) 630/- Diesel engine offers good driveability as does compact size																																								
Enjoy LS (8S)	P	MPV	6.11	6.55	6.28	6.22	6.22	1399/4	100	131	5/M	-	-	15.8	13.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Enjoy LT (8S)	P	MPV	6.68	7.17	6.87	6.80	6.80	1399/4	100	131	5/M	-	-	15.8	13.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Enjoy LTZ (8S)	P	MPV	7.52	8.06	7.73	7.65	7.65	1399/4	100	131	5/M	-	-	15.8	13.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Enjoy LS (8S)	D	MPV	7.41	7.92	7.62	7.55	7.55	1399/4	75	173	5/M	20.4	140	18.2	13.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Enjoy LT (8S)	D	MPV	7.88	8.42	-	8.02	8.02	1399/4	75	173	5/M	20.4	140	18.2	13.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
Enjoy LTZ (8S)	D	MPV	8.60	9.05	8.86	8.78	8.78	1248/4	76	188	5/M	-	-	18.2	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						

Models	Specs	Prices (Rs in lakh)	Engine Specs	Performance	Features	Safety
Fuel Type	Body Type	Delhi	Engine Displacement (CC)/No. of Cylinders	Top Speed (kmph)	AC/Climate Control	Airbags
		Mumbai	Max Power (bhp)	Fuel Efficiency (ARAI Claimed kmpl)	Adjustable Steering (Reach)	ESP
		Kolkata	No. of Gears/ Gearbox Type	Fuel Efficiency (Tested kmpl)	Steering Mounted Controls	ABS
		Bangalore	0-100 kmph (sec)		Cruise Control	
		Chennai			Central/Remote Locking/ Keyless Entry	
					Power Windows (F/B/N)	
					Driver Seat Height Adj.	
					Parking Sensor (R/B/N)	
					Parking Camera	
					Split-Folding Rear Seats	
					Multi-Function Trip Computer	
					Internally Adjustable Door Mirror (E/M/N)	
					CD Player/USB/Bluetooth	
					Fog Lamps	
					Rear AC Vents	
					Rear Defogger/Wash Wipe	

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Length x Width x Height (mm) **3989x1687x1525** | Ground clearance (mm) **195** | Fuel tank size (litres) **45** | Boot capacity (seats up/folded in litres) **280/-** | **Best looker in the segment by a good bit. stiff ride but drives sporty**

Punto Evo Active	P	Hatch	4.99	5.14	5.24	5.08	5.11	1172/4	67	96	5/M	15.7	153	15.8	-	✓X	✓X	X	X	✓XX	B	X	N	X	X	✓	M	XXX	X	X	XX	N	X	X
Punto Evo Dynamic	P	Hatch	5.47	5.63	5.74	5.57	5.60	1172/4	67	96	5/M	15.7	153	15.8	-	✓X	✓X	X	X	✓XX	B	✓	N	X	X	✓	E	✓✓X	X	X	XX	N	X	✓
Punto Evo Emotion	P	Hatch	7.33	7.53	7.64	7.46	7.48	1368/4	89	115	5/M	13.4	165	14.6	12.3	✓X	✓X	✓	X	✓✓X	B	N	X	X	✓	E	✓✓✓	✓	✓	✓✓	N	X	✓	
Punto Evo Dynamic	D	Hatch	6.65	6.84	6.95	6.77	6.80	1248/4	75	197	5/M	15.7	153	20.3	13.4	✓X	✓X	✓	X	✓✓X	B	N	X	✓	✓	E	✓✓✓	✓	✓	✓✓	N	X	✓	
Punto Evo Emotion	D	Hatch	7.33	7.54	7.65	7.46	7.49	1248/4	75	197	5/M	15.7	153	20.3	13.4	✓X	✓X	✓	X	✓✓X	B	✓	N	X	✓	E	✓✓✓	✓	✓	✓✓	N	X	✓	



Length x Width x Height (mm) **4596x1730x1487** | Ground clearance (mm) **185** | Fuel tank size (litres) **45** | Boot capacity (seats up/folded in litres) **500/-** | **Choice between the Linea Classic and updated Linea comes down to features, styling and price**

Linea Classic	P	Sedan	6.25	6.42	6.52	6.36	6.37	1368/4	89	115	5/M	14.2	165	12.5	14.9	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	M	✓✓✓	✓	✓	✓✓	N	✓	✓
Linea Active	P	Sedan	7.00	7.23	7.38	7.17	7.20	1368/4	112	207	5/M	10.6	190	15.7	12.8	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	N	✓	✓
Linea Dynamic	P	Sedan	9.16	-	-	-	-	1368/4	112	207	5/M	14.4	165	15.7	12.5	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓
Linea Classic	D	Sedan	7.28	7.48	7.58	7.41	7.42	1248/4	75	197	5/M	14.3	170	15.6	19.5	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	M	✓✓✓	✓	✓	✓✓	N	✓	✓
Linea Active	D	Sedan	8.47	-	-	-	-	1248/4	92	209	5/M	14.4	170	20.4	15.6	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	N	✓	✓
Linea Dynamic	D	Sedan	9.62	-	-	-	-	1248/4	92	209	5/M	14.4	170	20.4	15.6	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓



Length x Width x Height (mm) **3989x1706x1542** | Ground clearance (mm) **205** | Fuel tank size (litres) **45** | Boot capacity (seats up/folded in litres) **280/-** | **Punto Evo on steroids adds butch looks, more ground clearance but little else**

Avventura Active	P	Hatch	6.57	6.72	6.89	6.67	6.71	1368/4	89	115	5/M	-	-	14.4	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	N	✓	✓
Avventura Dynamic	P	Hatch	7.46	7.65	7.81	7.59	7.62	1368/4	89	115	5/M	-	-	14.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	N	✓	✓
Avventura Active	D	Hatch	7.33	7.52	7.68	7.46	7.49	1248/4	75	197	5/M	14.7	160	20.5	18.6	✓✓	✓✓	✓	✓	✓✓✓	F	N	N	✓	✓	E	✓✓✓	✓	✓	✓✓	N	✓	✓	
Avventura Dynamic	D	Hatch	8.11	8.33	8.48	8.6	8.29	1248/4	75	197	5/M	14.7	160	20.5	18.7	✓✓	✓✓	✓	✓	✓✓✓	B	N	N	✓	✓	E	✓✓✓	✓	✓	✓✓	N	✓	✓	
Avventura Emotion	D	Hatch	8.66	8.91	9.05	8.82	8.85	1248/4	75	197	5/M	14.7	160	20.5	18.8	✓✓	✓✓	✓	✓	✓✓✓	B	N	N	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓	

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Length x Width x Height (mm) **4282x1686x1468** | Ground clearance (mm) **168** | Fuel tank size (litres) **45** | Boot capacity (seats up/folded in litres) **430/-** | **Original Fiesta now badged Classic, still has the 'josh' and offers good value**

Classic LXI	P	Sedan	5.06	5.36	5.27	5.24	5.24	1596/4	101	146	5/M	11.1	173	14.1	13.7	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓✓	N	✓	✓
Classic CLXI	P	Sedan	5.77	6.11	6.01	5.97	5.97	1596/4	101	146	5/M	11.1	173	14.1	13.7	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓✓	N	✓	✓
Classic Titanium	P	Sedan	6.58	6.95	6.84	6.79	6.79	1596/4	101	146	5/M	11.1	173	14.1	13.7	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓
Classic LXI	D	Sedan	6.47	6.76	6.65	6.59	6.59	1399/4	68	160	5/M	16.8	151	20.0	14.4	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	M	✓✓✓	✓	✓	✓✓	N	✓	✓
Classic Titanium	D	Sedan	7.68	8.03	7.90	7.82	7.82	1399/4	68	160	5/M	16.8	151	20.0	14.4	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓

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Length x Width x Height (mm) **3990x1680x1505** | Ground clearance (mm) **165** | Fuel tank size (litres) **35** | Boot capacity (seats up/folded in litres) **400/-** | **Essentially a Brio with a boot, one of the best selling compact sedans thanks to space and refinement**

Amaze E	P	Sedan	5.19	5.54	5.45	5.29	5.25	1196/4	87	109	5/M	12.1	150	18.0	13.7	✓X	✓X	X	X	✓XX	B	X	N	X	X	✓	M	XXX	X	X	XX	N	X	X
Amaze EX	P	Sedan	5.56	5.93	5.81	5.66	5.62	1196/4	87	109	5/M	12.1	150	18.0	13.7	✓X	✓X	X	X	✓XX	B	X	N	X	X	✓	M	✓✓X	X	X	XX	N	X	X
Amaze S	P	Sedan	5.95	6.35	6.21	6.05	6.01	1196/4	87	109	5/M	12.1	150	18.0	13.7	✓X	✓X	✓	X	✓XX	B	✓	N	X	X	✓	E	✓✓X	X	X	XX	N	X	X
Amaze SX	P	Sedan	6.04	6.92	6.75	6.59	6.55	1196/4	87	109	5/M	12.1	150	18.0	13.7	✓X	✓X	✓	X	✓XX	B	✓	N	X	X	✓	E	✓✓X	X	X	✓X	2	X	✓
Amaze VX	P	Sedan	7.79	8.29	8.09	7.93	7.86	1196/4	87	109	5/AT	-	-	-	18.0	✓X	✓X	✓	X	✓XX	B	✓	N	X	X	✓	E	✓✓X	✓	X	✓X	2	X	✓
Amaze E	D	Sedan	6.21	6.70	6.58	6.42	6.37	1496/4	99	200	5/M	13.3	160	25.8	18.5	✓X	✓X	X	X	✓XX	B	X	N	X	X	✓	M	XXX	X	X	XX	N	X	X
Amaze EX	D	Sedan	6.53	7.04	6.91	6.75	6.70	1496/4	99	200	5/M	13.3	160	25.8	18.5	✓X	✓X	X	X	✓XX	B	X	N	X	X	✓	M	✓✓X	X	X	XX	N	X	X
Amaze S	D	Sedan	6.98	7.39	7.27	7.12	7.06	1496/4	99	200	5/M	13.3	160	25.8	18.5	✓X	✓X	✓	X	✓XX	B	✓	N	X	X	✓	E	✓✓X	X	X	XX	N	X	X
Amaze SX	D	Sedan	7.40	7.83	7.69	7.54	7.48	1496/4	99	200	5/M	13.3	160	25.8	18.5	✓X	✓X	✓	X	✓XX	B	✓	N	X	X	✓	E	✓✓X	X	X	✓X	2	X	✓



Length x Width x Height (mm) **3995x1694x1554** | Ground clearance (mm) **165** | Fuel tank size (litres) **40** | Boot capacity (seats up/folded in litres) **354/-** | **Convenient hatch size with sizeable cabin and boot space, diesel the practical choice but slightly noisy**

Jazz E	P	Hatch	5.31	5.57	5.47	5.41	5.41	1196/4	87	109	5/M	-	-	-		✓X	✓X	X	X	✓XX	B	X	N	X	X	✓	M	XXX	X	X	XX	N	X	X	
Jazz S	P	Hatch	5.94	6.24	6.12	6.06	6.05	1196/4	87	109	5/M	-	-	-		✓X	✓X	✓	X	✓XX	B	✓	N	X	X	✓	E	✓✓✓	X	X	✓X	N	X	X	
Jazz SV	P	Hatch	6.45	6.77	6.62	6.56	6.56	1198/4	87	109	5/M	-	-	-	18.7	-	✓X	✓X	✓	X	✓XX	B	N	X	X	✓	E	✓✓✓	✓	X	✓X	2	X	✓	
Jazz S	P	Hatch	6.99	7.34	7.17	7.11	7.10	1198/4	87	109	CVT	-	-	-	-		✓✓	✓X	✓	X	✓XX	B	✓	N	X	X	✓	E	✓✓✓	✓	X	✓X	N	X	X
Jazz V	P	Hatch	7.85	8.24	8.05	7.99	7.98	1198/4	90	110	CVT	-	-	-	19.0	-	✓✓	✓X	✓	X	✓XX	R	X	N	X	✓	F	✓✓✓	✓	X	✓X	2	X	✓	

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE				FEATURES														SAFETY							
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLEUTOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS		
Jazz E	D	Hatch	6.50	6.82	6.68	6.63	6.63	1498/4	99	200	5/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	M	✓✓✓	✓	✓	✓	✓	N	✓	✓	
Jazz S	D	Hatch	7.14	7.49	7.34	7.29	7.29	1498/4	99	200	5/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	N	✓	✓
Jazz SV	D	Hatch	7.65	8.03	7.85	7.79	7.79	1498/4	100	200	6/M	-	-	27.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	2	✓	✓
Jazz V	D	Hatch	8.10	8.50	8.31	8.26	8.26	1498/4	100	200	6/M	-	-	27.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	2	✓	✓
Jazz VX	D	Hatch	8.59	9.01	8.81	8.75	8.76	1498/4	100	200	6/M	-	-	27.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	2	✓	✓

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Length x Width x Height (mm) **3995x1660x1520** | Ground clearance (mm) **165** | Fuel tank size (litres) **43** | Boot capacity (seats up/folded in litres) **407/-** | **Good alternative to the Amaze with better features and more refined diesel engine**

Xcent Base	P	Sedan	5.01	5.23	5.21	5.08	5.03	1197/4	81	114	5/M	14.7	150	19.2	15.9	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	M	✓	✓	✓	✓	✓	N	✓	✓
Xcent S	P	Sedan	5.67	5.93	5.89	5.75	5.7	1197/4	81	114	5/M	14.7	150	19.2	15.9	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	N	✓	✓
Xcent SX (O)	P	Sedan	6.61	6.91	6.86	6.71	6.65	1197/4	81	114	5/M	14.7	150	19.2	15.9	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	2	✓	✓
Xcent Base AT	P	Sedan	7.62	7.96	7.89	7.73	7.68	1197/4	81	114	4/AT	-	-	16.1	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	2	✓	✓
Xcent S	D	Sedan	6.56	6.85	6.82	6.68	6.62	1120/4	71	180	5/M	15.8	150	24.4	19.5	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	N	✓	✓
Xcent SX	D	Sedan	7.50	7.84	7.78	7.63	7.58	1120/4	71	180	5/M	15.8	150	24.4	19.5	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	2	✓	✓



Length x Width x Height (mm) **3985x1734x1505** | Ground clearance (mm) **170** | Fuel tank size (litres) **45** | Boot capacity (seats up/folded in litres) **285/-** | **Current pick of the hatchback crop for its beautiful lines and features list**

Elite i20 Era	P	Hatch	5.30	5.54	5.46	5.40	5.4	1197/4	82	115	5/M	-	-	18.6	-	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	M	✓	✓	✓	✓	✓	N	✓	✓
Elite i20 Magna	P	Hatch	5.84	6.11	6.02	5.95	5.95	1197/4	82	115	5/M	-	-	18.6	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	E	✓	✓	✓	✓	✓	N	✓	✓
Elite i20 Sportz	P	Hatch	6.35	6.67	6.57	6.50	6.50	1197/4	82	115	5/M	-	-	18.6	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	1	✓	✓
Elite i20 Asta	P	Hatch	6.94	7.25	7.14	7.06	7.06	1197/4	82	115	5/M	-	-	18.6	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	2	✓	✓
Elite i20 Era	D	Hatch	6.42	6.73	6.60	6.55	6.55	1395/4	89	220	6/M	14.7	175	22.4	18.2	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	M	✓	✓	✓	✓	✓	N	✓	✓
Elite i20 Magna	D	Hatch	6.96	7.30	7.15	7.10	7.10	1395/4	89	220	6/M	14.7	175	22.4	18.2	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	E	✓	✓	✓	✓	✓	N	✓	✓
Elite i20 Sportz	D	Hatch	7.50	7.87	7.71	7.65	7.65	1395/4	89	220	6/M	14.7	175	22.4	18.2	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	1	✓	✓
Elite i20 Asta	D	Hatch	8.05	8.45	8.28	8.21	8.21	1,395/4	89	220	6/M	14.7	175	22.4	18.2	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	2	✓	✓



Length x Width x Height (mm) **3995x1760x1555** | Ground clearance (mm) **190** | Fuel tank size (litres) **45** | Boot capacity (seats up/folded in litres) **285/-** | **Regular i20 clearance more than enough, only choose if you prefer the masculine styling over graceful lines**

i20 Active	P	Hatch	6.39	6.70	6.56	6.50	6.50	1197/4	82	115	5/M	-	-	17.2	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	M	✓	✓	✓	✓	✓	N	✓	✓
i20 Active S	P	Hatch	7.10	7.44	7.29	7.22	7.22	1197/4	82	115	5/M	-	-	17.2	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	1	✓	✓
i20 Active	D	Hatch	7.63	8.00	7.84	7.77	7.77	1395/4	89	220	6/M	14.2	155	21.2	16.9	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	M	✓	✓	✓	✓	✓	N	✓	✓

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Length x Width x Height (mm) **3985x1850x1880** | Ground clearance (mm) **180** | Fuel tank size (litres) **55** | Boot capacity (seats up/folded in litres) **-/690** | **Seven seater compact SUV for the price but quirky styling a turn off**

Quanto C8	D	MPV	8.23	7.98	8.58	8.34	8.38	1493/3	100	240	5/M	17.3	143	17.2	11.9	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	E	✓	✓	✓	✓	✓	2	✓	✓
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Length x Width x Height (mm) **3991x1740x1540** | Ground clearance (mm) **172** | Fuel tank size (litres) **50** | Boot capacity (seats up/folded in litres) **330/-** | **Hatch version of the fleet favourite without versatility of the extra boot space**

Verito Vibe D2	D	Sedan	6.03	5.96	6.16	6.02	6.07	1461/4	65	160	5/M	16.0	150	20.8	16.7	✓	✓	✓	✓	✓	✓	N	-	N	✓	✓	M	✓	✓	✓	✓	✓	N	✓	✓
Verito Vibe D4	D	Sedan	6.30	6.23	6.43	6.29	6.35	1461/4	65	160	5/M	16.0	150	20.8	16.7	✓	✓	✓	✓	✓	✓	B	-	N	✓	✓	M	✓	✓	✓	✓	✓	N	✓	✓
Verito Vibe D6	D	Sedan	6.93	6.85	7.07	6.92	6.98	1461/4	65	160	5/M	16.0	150	20.8	16.7	✓	✓	✓	✓	✓	✓	B	-	N	✓	✓	E	✓	✓	✓	✓	✓	2	✓	✓









Length x Width x Height (mm) **3920x1710x1930** | Ground clearance (mm) **200** | Fuel tank size (litres) **60** | Boot capacity (seats up/folded in litres) **-/-** | **Light steering, clutch and lag-free engine make it a good city car, if you can live with its taxi image**

Verito D2	D	Sedan	6.78	6.71	6.91	6.77	6.83	1461/4	65	160	5/M	16.8	141	20.8	19.1	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	M	✓	✓	✓	✓	✓	N	✓	✓
Verito D6	D	Sedan	7.71	7.64	7.86	7.72	7.78	1461/4	65	160	5/M	16.8	141	20.8	19.1	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	E	✓	✓	✓	✓	✓	1	✓	✓



Length x Width x Height (mm) **3920x1710x1930** | Ground clearance (mm) **200** | Fuel tank size (litres) **60** | Boot capacity (seats up/folded in litres) **-/-** | **Only choice if you're looking for a true off-roader, updated Thar a huge improvement in interiors**

Thar	D	SUV	7.74	7.53	8.08	7.77	7.80	2498/4	105	247	5/M	-	-	18.1	-	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	N	✓	✓	✓	✓	✓	N	✓	✓
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MODELS		SPECS		PRICES (Rs in lakh)					ENGINE SPECS				PERFORMANCE				FEATURES														SAFETY											
		FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS							
MARUTI SUZUKI																																								WWW.MARUTISUZUKI.COM		
		Length x Width x Height (mm) 3995x1695x1555 Ground clearance (mm) 170 Fuel tank size (litres) 42 Boot capacity (seats up/folded in litres) 320/- The practical choice of compact sedan offers what Maruti-Suzuki is best at - value																																								
Dzire LXi	P	Sedan	5.08	5.36	5.32	5.16	5.13	1197/4	84	115	5/M	13.6	160	20.9	15.7	✓	✓	✓	✓	✓	✓	✓	F	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	✓	✓					
Dzire VXi	P	Sedan	5.85	6.1	6.08	5.92	5.87	1197/4	84	115	5/M	13.6	157	18.6	12.6	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	✓	✓					
Dzire ZXi	P	Sedan	6.67	6.94	6.95	6.78	6.73	1197/4	84	115	5/M	13.6	157	18.6	12.6	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	✓	✓					
Dzire LDi	D	Sedan	5.99	6.65	6.60	6.44	6.40	1248/4	75	190	5/M	14.8	155	26.6	18.8	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	✓	✓					
Dzire VDi	D	Sedan	6.86	7.17	7.13	6.97	6.91	1248/4	75	190	5/M	12.9	162	26.6	16.6	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	✓	✓					
Dzire ZDi	D	Sedan	7.82	8.13	8.11	7.93	7.90	1248/4	75	190	5/M	12.9	162	26.6	16.6	✓	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
		Length x Width x Height (mm) 4265x1695x1685 Ground clearance (mm) 185 Fuel tank size (litres) 45 Boot capacity (seats up/folded in litres) 135/- Seats seven in comfort, offers an alternative to the Mobilio at a lower price point																																								
Ertiga LXi	P	MPV	6.00	6.46	6.47	6.42	6.46	1373/4	90	130	5/M	-	-	16.0	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	✓	✓					
Ertiga VXi	P	MPV	6.79	7.28	7.19	7.14	7.17	1373/4	90	130	5/M	-	-	16.0	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	✓	✓					
Ertiga ZXi	P	MPV	7.59	8.08	8.01	7.96	8.00	1373/4	95	130	5/M	-	-	16.0	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
Ertiga LDi	D	MPV	7.42	7.90	7.88	7.83	7.86	1248/4	95	200	5/M	13.7	150	20.8	15.8	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	✓	✓					
Ertiga VDi	D	MPV	8.06	8.58	8.54	8.48	8.52	1248/4	90	200	5/M	13.7	150	20.8	16.4	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	✓	✓					
Ertiga ZDi	D	MPV	8.72	9.23	9.21	9.15	9.18	1248/4	90	200	5/M	13.7	150	20.8	16.4	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
RENAULT																																								WWW.RENAULT.CO.IN		
		Length x Width x Height (mm) 3805x1665x1530 Ground clearance (mm) 154 Fuel tank size (litres) 41 Boot capacity (seats up/folded in litres) 251/- Frugal city car but comes with unexpected bonus of exclusivity, as it's a rare sight on the road																																								
Pulse RxL	P	Hatch	5.03	5.22	5.23	5.03	5.04	1198/3	74	104	5/M	-	-	18.1	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	1	✓	✓				
Pulse RxL	D	Hatch	6.11	6.35	6.33	6.12	6.15	1198/3	64	160	5/M	13.7	158	21.4	23.1	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	1	✓	✓				
Pulse RxZ	D	Hatch	6.81	7.08	7.04	6.83	6.86	1461/4	64	160	5/M	13.7	158	21.4	23.1	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
TATA																																								WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP		
		Length x Width x Height (mm) 3995x1706x1570 Ground clearance (mm) 175 Fuel tank size (litres) 44 Boot capacity (seats up/folded in litres) 390/- Offers spacious cabin, well appointed interiors and refined engines, catch is Tata's build quality																																								
Zest XE	P	Sedan	4.86	5.07	5.10	4.92	4.86	1193/4	89	140	5/M	-	-	17.6	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	✓	✓					
Zest XM	P	Sedan	5.50	5.74	5.75	5.56	5.50	1193/4	89	140	5/M	-	-	17.6	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	✓	✓					
Zest XT	P	Sedan	6.29	6.57	6.56	6.37	6.30	1193/4	89	140	5/M	-	-	17.6	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
Zest XE	D	Sedan	5.89	6.14	6.16	5.98	5.92	1248/4	74	190	5/M	-	-	23.0	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	✓	✓					
Zest XM	D	Sedan	6.56	6.84	6.86	6.67	6.60	1248/4	89	200	5/M	-	-	23.0	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	✓	✓					
Zest XMA	D	Sedan	7.26	7.59	7.59	7.39	7.32	1248/4	89	200	5/A	-	-	23.0	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	✓	✓					
Zest XT	D	Sedan	7.32	7.66	7.65	7.45	7.39	1248/4	89	200	5/M	-	-	23.0	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
Zest XTA	D	Sedan	8.07	8.43	8.41	8.21	8.14	1248/4	90	200	5/A	-	-	20.7	-	✓	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
TOYOTA																																								WWW.TOYOTABHARAT.COM		
		Length x Width x Height (mm) 3775x1695x1510 Ground clearance (mm) 170 Fuel tank size (litres) 45 Boot capacity (seats up/folded in litres) 251/- Surprisingly good ride quality if a little boring in all other aspects																																								
Etios Liva J	P	Hatch	5.00	4.84	5.05	4.98	4.96	1197/4	79	104	5/M	15.1	145	18.3	14.6	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios Liva G	P	Hatch	5.17	5.11	5.32	5.25	5.23	1197/4	79	104	5/M	15.1	145	18.3	14.6	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios Liva V	P	Hatch	5.67	5.52	5.73	5.66	5.63	1197/4	79	104	5/M	15.1	145	18.3	14.6	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios Liva TRD Sportivo	P	Hatch	6.83	6.74	6.96	6.88	6.86	1496/4	89	132	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	B	✓	Y	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios Liva JD	D	Hatch	6.18	6.09	6.30	6.23	6.21	1364/4	67	170	5/M	14	155	23.5	17.2	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios Liva GD	D	Hatch	6.35	6.36	6.57	6.50	6.48	1364/4	67	170	5/M	14	155	23.5	17.2	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios Liva VD	D	Hatch	6.70	6.61	6.83	6.75	6.73	1364/4	67	170	5/M	14	155	23.5	17.2	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
		Length x Width x Height (mm) 4265x1695x1510 Ground clearance (mm) 174 Fuel tank size (litres) 45 Boot capacity (seats up/folded in litres) 595/- Airbags as standard across the range sweetens the deal for one of the most underrated cars on sale																																								
Etios J	P	Sedan	6.03	6.21	6.22	6.07	6.00	1496/4	88	132	5/M	15.1	145	18.3	14.6	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios G	P	Sedan	6.33	6.53	6.53	6.37	6.31	1496/4	88	132	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios VX	P	Sedan	7.36	7.61	7.59	7.40	7.35	1496/4	88	132	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	2	✓	✓				
Etios JD	D	Sedan	7.13	7.37	7.32	7.17	7.10	1364/4	67	170	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	M	✓	✓	✓	✓	✓	✓	2	✓	✓				

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE					FEATURES															SAFETY			
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS
Etios GD	D	Sedan	7.43	7.69	7.63	7.47	7.41	1364/4	67	170	5/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	M	✓✓✓	✓	✓	✓✓	2	✓	✓
Etios VXD	D	Sedan	8.46	8.74	8.69	8.50	8.45	1364/4	67	170	5/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓



Length x Width x Height (mm) **3775x1695x1510** | Ground clearance (mm) **170** | Fuel tank size (litres) **45** | Boot capacity (seats up/folded in litres) **251/-** | **"Crossover" version adds some pizzaz to the package visually but not enough to excite us**

Etios Cross G	P	Cross-over	6.23	6.48	6.39	6.31	6.29	1197/4	79	104	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Etios Cross GD	D	Cross-over	7.42	7.74	7.59	7.51	7.49	1364/4	67	170	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Etios Cross VD	D	Cross-over	7.72	8.06	7.89	7.81	7.79	1364/4	67	170	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

VOLKSWAGEN

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Length x Width x Height (mm) **3971x1682x1469** | Ground clearance (mm) **165** | Fuel tank size (litres) **45** | Boot capacity (seats up/folded in litres) **295/-** | **German build quality comes at a premium but overall package very nicely sorted**

Polo Highline	P	Hatch	6.47	6.66	6.65	6.58	6.58	1198/3	74	110	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Polo Trendline	D	Hatch	6.68	6.88	6.86	6.8	6.8	1498/4	89	230	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Polo Comfortline	D	Hatch	7.31	7.52	7.5	7.43	7.43	1498/4	89	230	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Polo Highline	D	Hatch	7.82	8.05	8.04	7.96	7.96	1498/4	89	230	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Polo GT	P	Hatch	8.48	8.32	-	-	-	1197/4	105	175	7/A	-	-	17.2	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Polo GT	D	Hatch	8.48	8.32	-	-	-	1498/4	105	250	5/M	10.9	180	19.9	15.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

FORCE MOTORS

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Length x Width x Height (mm) **3992x1820x2055** | Ground clearance (mm) **210** | Fuel tank size (litres) **63** | Boot capacity (seats up/folded in litres) **-/500** | **Gurkha set on reinventing itself as a usable everyday off-roader, much like the Thar**

Gurkha Soft Top 2WD	D	SUV	6.42	6.31	6.47	6.42	6.42	2596/4	80	230	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Gurkha Soft Top 4WD	D	SUV	8.56	8.41	8.63	8.56	8.56	2596/4	80	230	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Gurkha Hard Top 4WD	D	SUV	8.71	8.56	8.78	8.71	8.71	2596/4	80	230	5/M	-	-	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



Length x Width x Height (mm) **4860x1780x1885** | Ground clearance (mm) **205** | Fuel tank size (litres) **70** | Boot capacity (seats up/folded in litres) **-/500** | **Apart from the epic name, it offers great road presence and ride but little to no equipment or safety features**

One EX 6+D	D	SUV	9.59	-	9.68	9.59	9.59	2650/4	81	230	5/M	-	-	11.6	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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FORD

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Length x Width x Height (mm) **4320x1764x1486** | Ground clearance (mm) **156** | Fuel tank size (litres) **40** | Boot capacity (seats up/folded in litres) **430/-** | **Styling may be edgy but it certainly loses the edge over the Classic when it comes to driving enjoyment**

Fiesta Ambiente	D	Sedan	8.50	8.50	8.50	8.50	8.50	1498/4	89	204	5/M	12.2	170	25.1	16.0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fiesta Trend	D	Sedan	9.40	9.40	9.40	9.40	9.40	1498/4	89	204	5/M	12.2	170	25.1	16.0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fiesta Titanium	D	Sedan	10.2	10.2	10.2	10.2	10.2	1498/4	89	204	5/M	12.2	170	25.1	16.0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



Length x Width x Height (mm) **3999x1765x1708** | Ground clearance (mm) **200** | Fuel tank size (litres) **52** | Boot capacity (seats up/folded in litres) **346/705** | **Cramped on space but not on style, features or driving enjoyment**

EcoSport Ambiente	P	SUV	6.75	7.16	6.95	6.88	6.88	1499/4	109	140	5/M	-	-	15.8	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EcoSport Trend	P	SUV	7.71	8.16	7.93	7.86	7.89	1499/4	109	140	5/M	-	-	15.8	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EcoSport Titanium	P	SUV	8.70	8.70	8.70	8.70	8.70	1499/4	109	140	5/M	-	-	15.8	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EcoSport EcoBoost	P	SUV	9.14	9.14	9.14	9.14	9.14	999/3	123	170	5/M	-	-	18.9	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EcoSport Titanium AT	P	SUV	9.73	9.73	9.73	9.73	9.73	1499/4	109	140	6/A	13.9	175	16.5	10.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EcoSport Ambiente	D	SUV	7.89	8.33	8.12	8.04	8.04	1498/4	89	204	5/M	12.9	160	22.7	15.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
EcoSport Trend	D	SUV	8.61	8.61	8.61	8.61	8.61	1498/4	89	204	5/M	12.9	160	22.7	15.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ecosport Titanium	D	SUV	9.60	9.60	9.60	9.60	9.60	1498/4	89	204	5/M	12.9	160	22.7	15.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

HONDA

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Length x Width x Height (mm) **4440x1695x1495** | Ground clearance (mm) **165** | Fuel tank size (litres) **40** | Boot capacity (seats up/folded in litres) **510/-** | **The definitive mid-size sedan offering a premium perception, divine VTEC engine and an airy cabin**

City E	P	Sedan	7.53	7.91	7.73	7.69	7.64	1497/5	118	145	5/M	10.0	190	17.3	15.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City S	P	Sedan	8.19	8.59	8.42	8.33	8.33	1497/4	119	145	5/M	10.0	189	17.8	14.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City SV	P	Sedan	8.78	9.21	9.03	8.94	8.95	1497/4	119	145	5/M	10.0	189	17.8	14.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City V	P	Sedan	9.37	9.83	9.62	9.53	9.53	1497/4	119	145	5/M	10.0	189	17.8	14.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS				PERFORMANCE				FEATURES														SAFETY						
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC/NO. OF CYLINDERS)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY ARAI CLAIMED (KMPL)	FUEL EFFICIENCY (TESTED (KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERNALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS		
City VX	P	Sedan	10.3	10.8	10.6	10.5	10.5	1497/4	119	145	5/M	10.0	180	17.8	14.4	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓	
City VX CVT	P	Sedan	11.4	12.0	11.7	11.6	11.6	1497/4	119	145	CVT	10.0	189	17.8	14.4	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
City E	D	Sedan	8.75	9.18	8.99	8.92	8.91	1498/4	100	200	5/M	12.5	170	26.0	16.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	1	✓	✓
City S	D	Sedan	9.40	9.87	9.67	9.58	9.57	1498/4	100	200	5/M	12.5	170	26.0	16.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	1	✓	✓
City V	D	Sedan	10.6	11.1	10.9	10.8	10.7	1498/4	100	200	5/M	12.5	170	26.0	16.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
City VX	D	Sedan	11.5	-	11.8	11.7	11.7	1498/4	100	200	5/M	12.3	170	26.0	16.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓



Length x Width x Height (mm) **4386x1683x1603** | Ground clearance (mm) **189** | Fuel tank size (litres) **42** | Boot capacity (seats up/folded in litres) **510/-** | **Family mover that brings all the good points of the City and seats seven**

Mobilio E	P	MPV	6.75	7.08	7.13	7.09	7.06	1497/4	118	145	5/M	12.5	145	17.3	15.5	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Mobilio S	P	MPV	7.80	8.19	8.19	8.15	8.12	1497/4	118	145	5/M	12.5	145	17.3	15.5	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Mobilio V	P	MPV	9.06	9.51	9.44	9.35	9.35	1497/4	117	145	5/M	12.5	145	17.3	15.6	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Mobilio E	D	MPV	8.19	8.60	8.64	8.56	8.60	1498/4	98	200	5/M	14.6	145	24.2	17.8	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Mobilio S	D	MPV	8.92	9.37	9.38	9.33	9.34	1498/4	98	200	5/M	14.6	145	24.2	17.8	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Mobilio V	D	MPV	10.1	10.4	10.6	10.5	10.5	1498/4	98	200	5/M	14.6	145	24.2	17.8	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Mobilio RS	D	MPV	11.2	11.7	11.8	11.6	11.7	1498/4	98	200	5/M	14.6	145	24.2	17.8	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓

HYUNDAI

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Length x Width x Height (mm) **4375x1700x1475** | Ground clearance (mm) **165** | Fuel tank size (litres) **43** | Boot capacity (seats up/folded in litres) **465/-** | **Perfect example of Fluidic styling drawing in customers, who stay for the features and powerful engines**

Fluidic Verna	P	Sedan	7.75	8.13	7.97	7.9	7.9	1396/4	107	135	5/M	-	-	17.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Fluidic Verna S	P	Sedan	8.81	9.24	9.06	8.98	8.98	1591/4	123	155	5/M	-	-	17.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Fluidic Verna S AT	P	Sedan	10.1	10.6	10.4	10.3	10.3	1591/4	123	155	4/A	-	-	15.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Fluidic Verna SX	P	Sedan	10.1	10.6	10.4	10.3	10.3	1591/4	123	155	5/M	-	-	17.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Fluidic Verna	D	Sedan	9.02	9.46	9.27	9.19	9.19	1396/4	90	220	5/M	-	-	24.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Fluidic Verna S	D	Sedan	9.99	10.7	10.5	10.0	10.0	1591/4	128	260	5/M	-	-	23.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Fluidic Verna SX	D	Sedan	11.5	12.1	11.8	11.7	11.7	1591/4	128	260	5/M	-	-	23.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Fluidic Verna SX AT	D	Sedan	12.2	12.8	12.6	12.4	12.4	1591/4	128	260	4/A	-	-	19.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓



Length x Width x Height (mm) **4270x1780x1630** | Ground clearance (mm) **183** | Fuel tank size (litres) **60** | Boot capacity (seats up/folded in litres) **400/-** | **Scaled down Santa Fe a runaway success offering sublime ride quality and features at a great price**

Creta L	P	SUV	8.60	9.01	8.87	8.70	8.75	1591/4	123	151	6/M	-	-	15.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Creta S	P	SUV	9.57	10.00	9.87	9.70	9.74	1591/4	123	151	6/M	-	-	15.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Creta SX+	P	SUV	11.2	11.80	11.54	11.3	11.4	1591/4	123	151	6/M	-	-	15.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Creta L	D	SUV	9.47	9.93	9.77	9.58	9.6	1396/4	90	220	6/M	-	-	21.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Creta S	D	SUV	10.4	10.90	10.8	10.6	10.6	1396/4	90	220	6/M	-	-	21.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Creta SX	D	SUV	11.6	12.2	12	11.76	11.8	1582/4	128	260	6/M	-	-	19.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Creta SX+ AT	D	SUV	13.6	14.3	14.0	13.8	13.8	1582/4	128	260	6/A	-	-	17.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓

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Length x Width x Height (mm) **4440x1645x1885** | Ground clearance (mm) **170** | Fuel tank size (litres) **50** | Boot capacity (seats up/folded in litres) **-/-** | **Nine seater that's purely utilitarian and not much else**

Extreme VD (7S)	D	MUV	9.26	9.5	9.75	9.73	9.73	1994/4	120	285	5/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓	B	✓	N	✓	✓	✓	✓	✓✓	✓	✓	✓	✓	N	✓	✓
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MARUTI-SUZUKI

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Length x Width x Height (mm) **4490x1730x1485** | Ground clearance (mm) **183** | Fuel tank size (litres) **43** | Boot capacity (seats up/folded in litres) **510/-** | **No sporty pretenses here and all the better for it with engine response and ride leaning towards comfort**

Ciaz VXi	P	Sedan	7.17	7.65	7.63	7.55	7.59	1373/4	91	130	5/M	-	-	20.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Ciaz ZXi	P	Sedan	8.45	8.96	8.94	8.85	8.89	1373/4	91	130	5/M	12.0	170	26.2	18.7	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Ciaz VXi	P	Sedan	8.87	9.43	9.37	9.27	9.31	1373/4	91	130	4/A	-	-	19.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	1	✓	✓
Ciaz ZXi AT	P	Sedan	9.56	10.1	10.1	10.0	9.98	1373/4	91	130	4/A	-	-	19.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Ciaz VDi	D	Sedan	8.25	8.78	8.74	8.64	8.68	1248/4	89	200	5/M	12.0	170	26.2	18.7	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	N	✓	✓
Ciaz ZDi	D	Sedan	9.70	10.3	10.2	10.1	9.98	1248/4	89	200	5/M	12.0	170	26.2	18.7	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS				PERFORMANCE					FEATURES															SAFETY						
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS				
			Length x Width x Height (mm) 4300x1765x1590 Ground clearance (mm) 180 Fuel tank size (litres) 48 Boot capacity (seats up/folded in litres) 353/810 Firm suspension coupled with the torque bomb 1.6 engine makes for a surprisingly good driver's car																																			
S-Cross Sigma 200	D	Cross-over	8.34	8.71	8.34	-	8.34	1248/4	90	200	5/M	-	-	23.7	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	1	✓	✓			
S-Cross Delta 200	D	Cross-over	9.15	9.56	9.15	-	9.15	1248/4	90	200	5/M	-	-	23.7	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
S-Cross Zeta 200	D	Cross-over	9.99	10.4	9.99	-	9.99	1248/4	90	200	5/M	-	-	23.7	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
S-Cross Alpha 200	D	Cross-over	10.7	11.2	10.8	-	10.8	1248/4	90	200	5/M	-	-	23.7	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
S-Cross Delta 320	D	Cross-over	11.9	12.5	12.0	-	12.0	1598/4	120	320	6/M	-	-	22.0	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
S-Cross Zeta 320	D	Cross-over	12.9	13.6	13.0	-	13.0	1598/4	120	320	6/M	-	-	22.0	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
S-Cross Alpha 320	D	Cross-over	13.7	13.7	13.7	-	13.7	1598/4	120	320	6/M	-	-	22.0	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
MAHINDRA																												WWW.MAHINDRA.COM										
			Length x Width x Height (mm) 4170x1660x1880 Ground clearance (mm) 183 Fuel tank size (litres) - Boot capacity (seats up/folded in litres) -/- Decidedly old school and lacking luxuries compared to its rivals but still has a rugged charm																																			
Bolero LX	D	SUV	6.90	6.63	7.07	6.85	6.97	2523/4	65	195	5/M	-	-	15.9	-	✓	✓	✓	✓	✓	✓	N	✓	N	✓	✓	✓	N	✓	✓	✓	✓	N	✓	✓			
Bolero SLX	D	SUV	7.93	7.66	8.13	7.90	8.02	2523/4	65	195	5/M	-	-	15.9	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	N	✓	✓	✓	✓	N	✓	✓			
Bolero ZLX	D	SUV	8.10	7.83	8.3	8.07	8.19	2523/4	65	195	5/M	-	-	15.9	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	N	✓	✓	✓	✓	N	✓	✓			
			Length x Width x Height (mm) 4520x1850x1895 Ground clearance (mm) 186 Fuel tank size (litres) 55 Boot capacity (seats up/folded in litres) 376/900 Not a great looker but offers Scorpio-like space and luggage capabilities for less money																																			
Xylo D2	D	MPV	8.21	7.92	8.40	8.16	8.20	2489/4	120	218	5/M	15.4	156	14.0	11.0	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	N	✓	✓			
Xylo D4	D	MPV	8.57	8.26	8.78	8.53	8.57	2489/4	120	218	5/M	15.4	156	14.0	11.0	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	N	✓	✓			
Xylo H4	D	MPV	9.04	8.72	9.26	9.00	8.95	2179/4	120	280	5/M	15.4	156	14.0	11.0	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	N	✓	✓			
Xylo H8 ABS	D	MPV	10.3	10.0	10.6	10.3	10.2	2179/4	120	280	5/M	15.4	156	14.0	11.0	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	N	✓	✓			
Xylo H9	D	MPV	11.6	11.2	11.8	11.5	11.6	2179/4	120	280	5/M	15.4	156	14.0	11.0	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
			Length x Width x Height (mm) 4456x1820x1930 Ground clearance (mm) 180 Fuel tank size (litres) 60 Boot capacity (seats up/folded in litres) 223/- The go-to for road presence, the new Scorpio brings updated interiors and features but still rides bouncy																																			
Scorpio S2	D	SUV	8.71	8.27	8.80	8.61	8.74	2523/4	75	200	5/M	-	-	15.4	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	N	✓	✓			
Scorpio S4	D	SUV	9.31	8.91	9.47	9.27	9.40	2179/4	120	280	5/M	15.5	160	15.4	11.2	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	N	✓	✓			
Scorpio S4 Plus 4WD	D	SUV	10.9	10.4	11.1	10.9	11.0	2179/4	120	280	5/M	15.5	160	15.4	11.2	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	2	✓	✓			
Scorpio S8	D	SUV	11.7	11.2	11.9	11.7	11.8	2179/4	120	280	5/M	15.5	160	15.4	11.2	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
Scorpio S10	D	SUV	12.3	11.8	12.6	12.3	12.4	2179/4	120	280	5/M	15.5	160	15.4	11.2	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
Scorpio S10 4WD	D	SUV	13.5	13.0	13.7	13.5	13.6	2179/4	120	280	5/M	15.5	160	15.4	11.2	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
NISSAN																												WWW.NISSAN.IN										
			Length x Width x Height (mm) 4455x1695x1515 Ground clearance (mm) 161 Fuel tank size (litres) 41 Boot capacity (seats up/folded in litres) 490/- Most rear legroom this side of an S-Class, the diesel though noisy is the better overall performer																																			
Sunny XL	P	Sedan	8.19	8.54	8.41	8.33	8.18	1498/4	99	134	5/M	-	-	17.0	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	1	✓	✓			
Sunny XL CVT	P	Sedan	9.55	9.96	9.81	9.72	9.54	1498/4	101	134	CVT	-	-	18.0	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	1	✓	✓			
Sunny XE	D	Sedan	8.60	8.97	8.85	8.75	8.59	1461/4	86	200	5/M	-	-	22.7	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	1	✓	✓			
Sunny XL	D	Sedan	9.25	9.65	9.50	9.41	9.24	1461/4	86	200	5/M	-	-	22.7	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	1	✓	✓			
Sunny XV	D	Sedan	10.0	10.4	10.3	10.2	10.0	1461/4	86	200	5/M	-	-	22.7	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
			Length x Width x Height (mm) 4331x1822x1671 Ground clearance (mm) 205 Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) 475/- More mature styling than its Duster sibling, still takes the ride quality game to new levels																																			
Terrano XL	P	SUV	10.2	10.6	10.4	10.3	10.1	1598/4	104	145	5/M	-	-	13.2	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
Terrano XE	D	SUV	10.1	10.6	10.4	10.3	10.1	1461/4	85	200	5/M	-	-	20.5	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	N	✓	✓			
Terrano XL	D	SUV	11.2	11.7	11.5	11.4	11.2	1461/4	85	200	5/M	-	-	20.5	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
Terrano XV THP	D	SUV	12.6	13.2	13.0	12.8	12.6	1461/4	110	248	6/M	-	-	19.0	-	✓	✓	✓	✓	✓	✓	B	✓	R	✓	✓	✓	E	✓	✓	✓	✓	2	✓	✓			
RENAULT																												WWW.RENAULT.CO.IN										
			Length x Width x Height (mm) 4331x1822x1695 Ground clearance (mm) 205 Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) 475/- Superb car-like ride quality and torquey 110 diesel engine make short work of every road																																			
Duster RxE	P	SUV	8.30	8.27	8.48	8.32	8.36	1598/4	104	148	5/M	-	-	13.1	-	✓	✓	✓	✓	✓	✓	B	✓	N	✓	✓	✓	M	✓	✓	✓	✓	N	✓	✓			

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE					FEATURES														SAFETY					
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KM/H (SEC)	TOP SPEED (KM/H)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIFE	AIRBAGS	ESP	ABS	
Duster RxL	P	SUV	9.63	9.61	9.84	9.68	9.72	1598/4	104	148	5/M	-	-	13.1	-	✓	✓	✓	✓	✓	B	✓	R	X	X	✓	F	✓	✓	✓	✓	✓	2	X	✓
Duster RxE	D	SUV	9.07	9.04	9.27	9.10	9.14	1461/4	85	200	5/M	-	-	19.9	-	✓	✓	✓	✓	✓	B	✓	N	X	X	✓	M	✓	✓	✓	✓	✓	N	X	✓
Duster RxL	D	SUV	10.1	10.1	10.3	10.2	10.2	1461/4	85	200	5/M	-	-	19.9	-	✓	✓	✓	✓	✓	B	✓	N	X	X	✓	F	✓	✓	✓	✓	✓	1	X	✓
Duster RxL	D	SUV	11.1	11.1	11.3	11.2	11.3	1461/4	110	245	6/M	-	-	19.6	13.7	✓	✓	✓	✓	✓	B	✓	R	X	X	✓	F	✓	✓	✓	✓	✓	2	X	✓
Duster RxZ Plus	D	SUV	12.4	12.4	12.6	12.5	12.6	1461/4	110	245	6/M	-	-	19.6	13.7	✓	✓	✓	✓	✓	B	✓	R	X	X	✓	F	✓	✓	✓	✓	✓	2	X	✓
Duster RxL AWD	D	SUV	12.4	12.4	12.7	12.5	12.6	1461/4	110	245	6/M	-	-	19.7	-	✓	✓	✓	✓	✓	B	✓	R	X	X	✓	F	✓	✓	✓	✓	✓	2	X	✓
Duster RxZ AWD	D	SUV	13.5	13.6	13.8	13.7	13.8	1461/4	110	245	6/M	-	-	19.7	-	✓	✓	✓	✓	✓	B	✓	R	X	X	✓	F	✓	✓	✓	✓	✓	2	X	✓



Length x Width x Height (mm) **4425x1695x1505** | Ground clearance (mm) **161** | Fuel tank size (litres) **41** | Boot capacity (seats up/folded in litres) **490/-** | **Pliant ride, looks more upscale than Sunny with a price tag that reflects it**

Scala RxE	P	Sedan	7.44	7.73	7.70	7.46	7.48	1498/4	99	134	5/M	10.6	185	17.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Scala RxL	P	Sedan	7.70	8.00	7.97	7.73	7.75	1498/4	99	134	5/M	10.6	185	17.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Scala RxE	D	Sedan	8.58	8.93	8.87	8.61	8.65	1461/4	86	200	5/M	13.6	155	21.6	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Scala RxL	D	Sedan	8.72	9.07	9.01	8.76	8.80	1461/4	86	200	5/M	13.6	155	21.6	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Scala RxZ	D	Sedan	9.11	9.48	9.42	9.16	9.19	1461/4	86	200	5/M	13.6	155	21.6	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Scala CVT RxL	P	Sedan	9.41	9.80	9.73	9.47	9.50	1498/4	99	134	CVT	13.5	180	18.0	-12.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Scala CVT RxZ	P	Sedan	10.3	10.8	10.7	10.4	10.4	1498/4	99	134	CVT	13.5	180	18.0	-12.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



Length x Width x Height (mm) **4498x1751x1697** | Ground clearance (mm) **174** | Fuel tank size (litres) **50** | Boot capacity (seats up/folded in litres) **207/-** | **What you get when a Duster puts on some weight and a couple of extra seats, offers exceptional ride quality**

Lodgy RxE	D	MPV	9.09	9.09	9.30	9.22	9.20	1461/4	85	200	5/M	-	-	21.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lodgy RxL	D	MPV	9.69	9.69	9.90	9.82	9.80	1461/4	85	200	5/M	-	-	21.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lodgy RxL	D	MPV	10.1	10.1	10.3	10.2	10.2	1461/4	110	245	6/M	-	-	20.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lodgy RxZ	D	MPV	11.0	11.0	11.2	11.1	11.1	1461/4	85	200	5/M	-	-	21.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lodgy Stepway RxZ (8S)	D	MPV	12.0	12.0	12.2	12.1	12.1	1461/4	110	245	6/M	-	-	20.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lodgy Stepway RxZ (7S)	D	MPV	12.3	12.3	12.5	12.4	12.4	1461/4	110	245	6/M	-	-	20.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

SKODA

WWW.SKODA-AUTO.CO.IN



Length x Width x Height (mm) **4386x1699x1466** | Ground clearance (mm) **168** | Fuel tank size (litres) **55** | Boot capacity (seats up/folded in litres) **460/-** | **Great driving dynamics in a more value oriented package than Vento, DSG gearbox one of the best to use**

Rapid Active	P	Sedan	7.56	7.74	7.76	7.69	7.69	1598/4	104	153	5/M	12.4	185	15.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rapid Ambience	P	Sedan	8.43	8.64	8.66	8.57	8.57	1598/4	104	153	5/M	12.4	185	15.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rapid Elegance	P	Sedan	8.88	9.10	9.12	9.03	9.03	1598/4	104	153	5/M	12.4	185	15.0	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rapid Elegance AT	P	Sedan	9.87	10.1	10.1	10.0	10.0	1598/4	104	153	6/A	-	-	11.4	14.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rapid Active	D	Sedan	8.89	9.02	9.04	8.96	8.96	1498/4	104	250	5/M	11.2	185	21.1	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rapid Ambience	D	Sedan	9.33	9.56	9.58	9.49	9.49	1498/4	104	250	5/M	11.2	185	21.1	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rapid Elegance	D	Sedan	9.87	10.1	10.1	10.0	10.0	1498/4	104	250	5/M	11.2	185	21.1	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rapid Ambience DSG	D	Sedan	10.7	11.0	11.0	10.9	10.9	1498/4	104	250	7/A	-	-	21.7	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rapid Elegance DSG	D	Sedan	11.2	11.5	11.5	11.4	11.4	1498/4	104	250	7/A	-	-	21.7	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

TATA

WWW.TATAMOTORS.COM/VEHICLES/PASSENGER-VEHICLES.PHP



Length x Width x Height (mm) **4413x1703x1550** | Ground clearance (mm) **165** | Fuel tank size (litres) **55** | Boot capacity (seats up/folded in litres) **460/-** | **True to its ads, the back seat is a wonderful place to be and specced right is a value choice**

Indigo Manza EX	D	Sedan	8.58	8.77	8.80	8.56	8.54	1248/4	90	200	5/M	-	-	21.1	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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Length x Width x Height (mm) **4655x1965x1922** | Ground clearance (mm) **200** | Fuel tank size (litres) **63** | Boot capacity (seats up/folded in litres) **-/-** | **Despite its electrical gremlins, will get you through hell and high water**

Safari Storme Lx 2WD	D	SUV	10.0	10.4	10.2	10.0	10.0	2179/4	150	320	5/M	13.4	160	14.0	12.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Safari Storme Ex 2WD	D	SUV	11.6	11.7	11.9	11.6	11.6	2179/4	150	320	5/M	13.4	160	14.0	12.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Safari Storme Vx 2WD	D	SUV	13.0	13.3	13.4	13.2	13.2	2179/4	150	320	5/M	13.4	160	14.0	12.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Safari Storme Vx 4WD	D	SUV	14.4	14.7	14.8	14.5	14.6	2179/4	150	320	5/M	13.4	160	14.0	12.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



Length x Width x Height (mm) **5152x1860x1833** | Ground clearance (mm) **200** | Fuel tank size (litres) **63** | Boot capacity (seats up/folded in litres) **-/-** | **If you want a pickup, look no further than this LSD-equipped hauler**

Xenon 2WD	D	Pick-up	10.0	10.2	10.4	10.1	10.2	2179/4	140	320	5/M	-	-	13.5	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Xenon 4WD	D	Pick-up	11.0	11.3	11.5	11.2	11.3	2179/4	140	320	5/M	-	-	13.5	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

MODELS		SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE					FEATURES														SAFETY								
		FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS				
		Length x Width x Height (mm) 4780x1895x1780 Ground clearance (mm) 200 Fuel tank size (litres) 60 Boot capacity (seats up/folded in litres) -/- Good city speed ride, leaps ahead of other Tatas in finish but not enough given its competition																																					
Aria Pure 2WD	D	Cross-over		10.4	10.6	10.5	10.4	10.4	2179/4	150	320	5/M	-	-	15.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	N	✓	✓				
Aria Pleasure 2WD	D	Cross-over		12.6	13.0	12.8	12.7	12.7	2179/4	150	320	5/M	-	-	15.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Aria Pride 4WD	D	Cross-over		15.4	16.0	15.8	15.6	15.7	2179/4	150	320	5/M	-	-	15.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
VOLKSWAGEN		WWW.VOLKSWAGEN.CO.IN																																					
		Length x Width x Height (mm) 3971x1682x1469 Ground clearance (mm) 165 Fuel tank size (litres) 45 Boot capacity (seats up/folded in litres) 295/- A Polo with plastic cladding unfortunately doesn't make it good off-road, for different tastes perhaps																																					
Cross Polo	P	Hatch		8.22	8.38	-	-	-	1198/4	75	110	5/M	-	-	16.5	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Cross Polo	D	Hatch		8.22	8.38	-	-	-	1498/4	90	230	5/M	-	-	20.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
		Length x Width x Height (mm) 4390x1699x1467 Ground clearance (mm) 163 Fuel tank size (litres) 55 Boot capacity (seats up/folded in litres) 494/- Made-for-India sedan is made to last, gets several things right like ride quality and driving pleasure																																					
Vento Comfortline	P	Sedan		8.67	8.51	-	-	-	1598/4	105	153	5/M	-	-	16.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Vento Highline	P	Sedan		9.42	9.24	-	-	-	1598/4	105	153	5/M	-	-	16.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Vento Comfortline TSI	P	Sedan		9.87	9.68	-	-	-	1197/4	105	175	7/A	-	-	18.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Vento Trendline	D	Sedan		9.10	8.93	-	-	-	1498/4	105	250	5/M	-	-	20.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Vento Comfortline	D	Sedan		9.92	9.73	-	-	-	1498/4	105	250	5/M	-	-	20.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Vento Highline	D	Sedan		10.7	10.5	-	-	-	1498/4	105	250	5/M	-	-	20.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Vento Comfortline DSG	D	Sedan		11.1	10.9	-	-	-	1498/4	105	250	7/A	-	-	21.5	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
CHEVROLET		WWW.CHEVROLET.CO.IN																																					
		Length x Width x Height (mm) 4597x1788x1477 Ground clearance (mm) 165 Fuel tank size (litres) 60 Boot capacity (seats up/folded in litres) 470/- Capable car for long hauls on the highway, laggy at city speeds and auto box takes away punch of engine																																					
Cruze LT	D	Sedan		14.3	15.0	14.3	14.5	14.5	1998/4	166	360	6/M	9.1	207	17.3	13.9	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Cruze LTZ	D	Sedan		15.8	16.6	16.2	16.1	16.1	1998/4	166	360	6/M	9.1	207	17.3	13.9	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	4	✓	✓				
Cruze LTZ AT	D	Sedan		16.9	17.7	17.3	17.2	17.2	1998/4	166	360	6/A	-	207	14.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	4	✓	✓				
HYUNDAI		WWW.HYUNDAI.COM/IN																																					
		Length x Width x Height (mm) 4530x1775x1470 Ground clearance (mm) 167 Fuel tank size (litres) 56 Boot capacity (seats up/folded in litres) 420/- Ventilated seats make this comfortable car really stand out, as does its big car styling																																					
Elantra S	P	Sedan		14.1	14.8	14.5	14.4	14.4	1797/4	146	178	6/M	11.1	180	16.3	10.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Elantra SX	P	Sedan		15.4	16.2	15.8	15.7	15.7	1797/4	146	178	6/M	11.1	180	16.3	10.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
Elantra SX AT	P	Sedan		16.5	17.3	17.0	16.8	16.8	1797/4	146	178	6/A	-	180	22.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
Elantra L	D	Sedan		14.6	15.3	15.0	14.8	14.8	1582/4	122	260	6/M	-	-	22.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Elantra S	D	Sedan		15.4	16.1	15.8	15.6	15.6	1582/4	122	260	6/M	-	-	22.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
Elantra SX	D	Sedan		16.7	17.5	17.1	17.0	17.0	1582/4	122	260	6/M	-	-	22.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
Elantra SX AT	D	Sedan		17.9	18.8	18.4	18.3	18.3	1582/4	122	260	6/A	-	-	22.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
MAHINDRA		WWW.MAHINDRA.COM																																					
		Length x Width x Height (mm) 4585x1890x1785 Ground clearance (mm) 200 Fuel tank size (litres) 70 Boot capacity (seats up/folded in litres) 93/702 Like most Mahindras, doesn't shy away from massive road presence, nor a little too much body roll																																					
XUV500 W4	D	SUV		11.2	11.1	11.6	11.4	11.3	2179/4	140	330	6/M	-	-	16.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
XUV500 W6	D	SUV		12.5	12.3	12.8	12.6	12.6	2179/4	140	330	6/M	-	-	16.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				
XUV500 W8	D	SUV		14.2	14.0	14.6	14.3	14.3	2179/4	140	330	6/M	-	-	16.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
XUV500 W8 AWD	D	SUV		15.0	14.8	15.4	15.1	15.1	2179/4	140	330	6/M	-	-	16.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
XUV500 W10	D	SUV		15.0	14.8	15.4	15.1	15.1	2179/4	140	330	6/M	-	-	16.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
XUV500 W10 AWD	D	SUV		16.0	15.8	16.5	16.2	16.2	2179/4	140	330	6/M	-	-	16.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓				
TOYOTA		WWW.TOYOTABHARAT.COM																																					
		Length x Width x Height (mm) 4585x1765x1760 Ground clearance (mm) 176 Fuel tank size (litres) 55 Boot capacity (seats up/folded in litres) 300/758 People mover that just works, despite being undergeared and slightly overpriced in today's market																																					
Innova E (8S)	D	MPV		10.5	10.4	10.8	10.7	10.7	2494/4	102	200	5/M	-	-	13.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	2	✓	✓				

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE				FEATURES														SAFETY						
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERNALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLEUTOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIFE	AIRBAGS	ESP	ABS	
Innova E (8S)	D	MPV	11.0	10.9	11.3	11.3	11.2	2494/4	102	200	5/M	-	-	13.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	2	✓	✓
Innova G (8S)	D	MPV	12.6	12.5	12.9	12.8	12.8	2494/4	102	200	5/M	-	-	13.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	2	✓	✓
Innova GX (8S)	D	MPV	13.2	13.0	13.5	13.4	13.4	2494/4	102	200	5/M	-	-	13.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	2	✓	✓
Innova VX (8S)	D	MPV	15.2	15.0	15.6	15.3	15.4	2494/4	102	200	5/M	-	-	13.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓	✓✓✓	✓	✓	✓	2	✓	✓



Length x Width x Height (mm) **4620x1775x1475** | Ground clearance (mm) **175** | Fuel tank size (litres) **55** | Boot capacity (seats up/folded in litres) **470/-** | **Still a strong contender for an executive sedan thanks to snazzy looks and powerful petrol motor**

Altis JS	P	Sedan	13.1	13.0	13.6	13.3	13.4	1798/4	140	173	6/M	-	-	15.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Altis G	P	Sedan	15.9	15.8	16.4	16.1	16.2	1798/4	140	173	7/A	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Altis GL	P	Sedan	16.2	16.2	16.8	16.4	16.5	1798/4	140	173	6/M	-	-	15.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Altis J	D	Sedan	13.9	13.9	14.5	14.2	14.2	1364/4	88	205	6/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Altis JS	D	Sedan	14.5	14.4	15.0	14.7	14.8	1364/4	88	205	6/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓

VOLKSWAGEN

WWW.VOLKSWAGEN.CO.IN



Length x Width x Height (mm) **4659x1778x1453** | Ground clearance (mm) **159** | Fuel tank size (litres) **55** | Boot capacity (seats up/folded in litres) **510/-** | **An all around great car but perhaps suffers from a case of mistaken identity with the smaller Vento**

Jetta Trendline	P	Sedan	14.2	13.9	-	-	-	1390/4	122	200	6/M	-	-	14.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Jetta Comfortline	P	Sedan	15.7	15.4	-	-	-	1390/4	122	200	6/M	-	-	14.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Jetta Trendline	D	Sedan	15.3	15.0	-	-	-	1968/4	140	320	6/M	-	-	19.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Jetta Comfortline	D	Sedan	17.2	16.9	-	-	-	1968/4	140	320	6/M	-	-	19.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Jetta Highline	D	Sedan	19.2	19.7	19.7	19.5	19.5	1968/4	138	320	6/M	10.2	210	19.3	15.2	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Jetta Highline AT	D	Sedan	20.2	20.7	20.7	20.5	20.5	1968/4	138	320	6/A	9.5	208	16.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓

HONDA

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Length x Width x Height (mm) **4545x1820x1685** | Ground clearance (mm) **170** | Fuel tank size (litres) **58** | Boot capacity (seats up/folded in litres) **589/1648** | **Honda SUV with VTEC and car-like handling yet offering tons of space all around**

CR-V 2WD	P	SUV	21.1	22.3	21.9	21.8	21.8	1997/4	154	190	6/M	11.1	185	13.7	9.2	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
CR-V 2WD	P	SUV	22.9	24.2	23.7	23.5	23.6	1997/4	154	190	5/A	-	-	13.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
CR-V 4WD AVN	P	SUV	25.1	26.5	25.9	25.8	25.9	2354/4	187	226	6/A	10.6	190	12.0	8.6	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓

ISUZU

WWW.ISUZU.IN



Length x Width x Height (mm) **4955x1800x1805** | Ground clearance (mm) **210** | Fuel tank size (litres) **76** | Boot capacity (seats up/folded in litres) **-/-** | **Massive proportions can't hide the fact that this is an old-gen SUV, drives well enough though**

MU7 Base	D	SUV	21.8	22.7	-	22.1	22.2	2999/4	163	360	5/M	-	-	12.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
MU7 High	D	SUV	23.9	24.8	-	24.2	24.3	2999/4	163	360	5/M	-	-	12.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
MU7 High	D	SUV	23.9	-	-	-	-	2999/4	163	360	7/A	-	-	12.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓

MITSUBISHI

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Length x Width x Height (mm) **4695x1815x1840** | Ground clearance (mm) **215** | Fuel tank size (litres) **70** | Boot capacity (seats up/folded in litres) **-/1149** | **Well made interiors and decent pulling power help you forgive the skittish ride and high price**

Pajero Sport 2WD	D	SUV	25.4	25.7	25.7	25.7	25.6	2477/4	178	350	5/A	12.3	190	12.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Pajero Sport 4WD	D	SUV	25.9	26.2	26.2	26.2	26.1	2477/4	176	400	5/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓

RENAULT

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Length x Width x Height (mm) **4520x2120x1695** | Ground clearance (mm) **206** | Fuel tank size (litres) **65** | Boot capacity (seats up/folded in litres) **450/-** | **More power under the hood, stuffed with features inside make this a good choice for a city-SUV**

Koleos 2WD	D	SUV	23.5	24.8	24.0	23.8	23.9	1955/4	150	320	6/M	11.5	180	17.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Koleos 4WD	D	SUV	26.7	27.9	27.5	27.0	27.2	1995/4	170	360	6/M	-	-	16.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓
Koleos 4WD	D	SUV	27.8	29.0	28.6	28.1	28.3	1995/4	170	360	6/A	-	-	14.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓









SKODA











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Length x Width x Height (mm) **4659x1814x1475** | Ground clearance (mm) **155** | Fuel tank size (litres) **50** | Boot capacity (seats up/folded in litres) **590/-** | **Staid, yet elegant styling hide the nuclear powerplant that is the 1.8 petrol**

Octavia Ambition	P	Sedan	16.3	16.7	16.7	16.5	16.5	1395/4	140	250	6/M	9.1	190	16.8	13.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	2	✓	✓
Octavia Elegance AT	P	Sedan	19.7	20.2	20.2	20.0	20.0	1798/4	177	250	7/A	8.1	220	14.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓✓✓	✓	✓	✓	✓	6	✓	✓

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS					PERFORMANCE					FEATURES														SAFETY				
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC/NO. OF CYLINDERS)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS		
Octavia Ambition	D	Sedan	17.9	-	-	-	-	1968/4	143	320	6/M	-	-	20.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	✓	
Octavia Ambition AT	D	Sedan	18.6	19.0	19.1	18.9	18.9	1968/4	141	320	6/A	8.7	205	19.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	✓	
Octavia Elegance	D	Sedan	20.6	21.1	21.2	21.0	21.0	1968/4	141	320	6/A	8.7	205	19.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓	
	Length x Width x Height (mm) 4222x1793x1691 Ground clearance (mm) 180 Fuel tank size (litres) 55 Boot capacity (seats up/folded in litres) 416/1485 Drives like a car but can comfortably be taken far, far beyond where a car dare go																																			
Yeti Elegance 2WD	D	SUV	20.1	20.6	20.7	20.5	20.5	1968/4	108	250	5/M	10.9	175	17.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓	
Yeti Elegance 4WD	D	SUV	21.8	22.4	22.4	22.2	22.2	1968/4	138	320	6/M	10.3	185	17.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓	
	Length x Width x Height (mm) 4833x1817x1482 Ground clearance (mm) 159 Fuel tank size (litres) 60 Boot capacity (seats up/folded in litres) 565/1700 Loads of intricate detailing all around the car, lots of tech goodies and space too																																			
Superb Elegance	P	Sedan	21.7	21.2	22.2	22.0	22.0	1798/4	158	250	6/M	9.0	206	13.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓	✓	✓	✓	1N	✓	✓	
Superb Elegance AT	P	Sedan	23.3	23.9	23.9	23.7	23.7	1798/4	158	250	7/A	8.4	206	13.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓	✓	✓	✓	1N	✓	✓	
Superb Elegance	D	Sedan	26.3	25.8	27.0	26.7	26.7	1968/4	138	320	6/A	10.8	205	17.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	✓	✓	✓	✓	✓	1N	✓	✓	
SSANGYONG															WWW.SSANGYONGREXTON.IN																					
	Length x Width x Height (mm) 4755x1900x1785 Ground clearance (mm) 208 Fuel tank size (litres) 78 Boot capacity (seats up/folded in litres) 248/1388 Great big SUV with matching equipment list, at the price it's a steal																																			
Rexton RX5	D	SUV	19.8	19.6	20.4	20.0	20.0	2696/5	162	340	5/M	-	-	12.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	✓	
Rexton RX6	D	SUV	21.9	21.7	22.5	22.1	22.1	2696/5	162	340	5/M	-	-	12.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	4	✓	✓	
Rexton RX7	D	SUV	23.2	23.0	23.8	23.4	23.5	2696/5	184	402	5/A	-	-	11.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	4	✓	✓	
TOYOTA															WWW.TOYOTABHARAT.COM																					
	Length x Width x Height (mm) 4705x1840x1850 Ground clearance (mm) 220 Fuel tank size (litres) 80 Boot capacity (seats up/folded in litres) -/- Brash styled Toyota that's not afraid of forcing attention upon itself choppy ride quality aside																																			
Fortuner	D	SUV	24.2	24.1	25.0	24.5	24.5	2982/4	171	343	5/M	11.4	175	11.5	11.1	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	✓	
Fortuner Sportivo	D	SUV	24.4	24.3	25.1	24.7	24.7	2494/4	144	343	5/M	-	-	12.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	✓	✓	
AUDI															WWW.AUDI.IN																					
	Length x Width x Height (mm) 4456x1796x1416 Ground clearance (mm) - Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) 425/- Entry into the Audi world comes with classy interiors and an engaging drive experience																																			
A3 35 Attraction	D	Sedan	24.6	25.8	25.3	25.2	25.2	1968/4	143	320	6/A	-	-	20.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓	
A3 35 Premium	D	Sedan	27.4	28.6	28.2	28.1	28.1	1968/4	143	320	6/A	-	-	20.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓
A3 35 Technology	D	Sedan	32.9	34.4	33.9	33.8	33.8	1968/4	143	320	6/A	-	-	20.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓
A3 40 Premium Plus	P	Sedan	30.3	31.6	31.2	31.0	31.0	1798/4	178	250	7/A	-	-	16.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓
A3 Cabriolet 40	P	Cabrio	44.8	46.8	-	45.8	45.8	1798/4	178	250	7/A	-	-	16.6	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓
	Length x Width x Height (mm) 4701x1826x1427 Ground clearance (mm) - Fuel tank size (litres) 63 Boot capacity (seats up/folded in litres) 480/- Offers more space than in the A3, focuses on interior craft, tech and comfort																																			
A4 35 Premium	P	Sedan	31.7	33.1	32.6	32.4	32.4	1798/4	170	320	CVT	8.1	225	18.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓
A4 35 Premium	D	Sedan	35.4	37.0	36.4	36.3	36.3	1968/4	177	380	CVT	10.8	200	17.1	13.2	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓
A4 35 Premium Sport	D	Sedan	37.9	39.6	39.0	38.8	38.8	1968/4	177	380	CVT	10.8	200	17.1	13.2	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓
A4 35 Technology	D	Sedan	40.8	42.9	42.0	41.7	41.7	1968/4	177	380	CVT	10.8	200	17.1	13.2	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8	✓	✓
	Length x Width x Height (mm) 4385x1831x1608 Ground clearance (mm) - Fuel tank size (litres) 64 Boot capacity (seats up/folded in litres) 460/1365 Refreshed model with sharper front end, turbodiesel still good lower in the rev range																																			
Q3 30 S	D	SUV	29.0	30.3	-	-	-	1968/4	140	320	6/M	8.1	212	17.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓
Q3 35 Premium	D	SUV	34.0	35.5	-	-	-	1968/4	174	380	7/A	8.1	212	15.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓
BMW															WWW.BMW.IN																					
	Length x Width x Height (mm) 4324x1765x1421 Ground clearance (mm) 157 Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) 360/- Premium-badged hatchback that's perfectly balanced on the road																																			
118d Sport Line	D	Hatch	29.5	31.0	30.3	30.0	30.0	1995/4	143	320	8/A	9.2	212	20.6	12.4	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	✓	✓

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS				PERFORMANCE				FEATURES														SAFETY									
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS					
	Length x Width x Height (mm) 4454x2044x1545 Ground clearance (mm) 179 Fuel tank size (litres) 63 Boot capacity (seats up/folded in litres) 420/- More tall hatchback than small SUV, it still gets key Bimmer traits right																																						
X1 20d xLine	D	SUV	37.9	39.8	38.9	38.6	38.6	1995/4	184	350	8/A	8.1	205	15.1	13.1	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	-	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
	Length x Width x Height (mm) 4624x2031x1429 Ground clearance (mm) 157 Fuel tank size (litres) 60 Boot capacity (seats up/folded in litres) 480/- Just might be the only car you'll ever need, with a sharp chassis, strong motor, huge boot and spacious interiors																																						
320d Prestige	D	Sedan	34.9	35.7	35.9	35.5	35.5	1995/4	184	380	8/A	7.7	235	18.9	13.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	-	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
320d Sport Line	D	Sedan	38.9	39.9	40.0	39.6	39.6	1995/4	184	380	8/A	7.7	235	18.9	13.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	-	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
320d Luxury Line	D	Sedan	38.9	39.9	40.0	39.6	39.6	1995/4	184	380	8/A	7.7	235	18.9	13.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	-	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
	Length x Width x Height (mm) 4824x2047x1508 Ground clearance (mm) 165 Fuel tank size (litres) 60 Boot capacity (seats up/folded in litres) 520/- Adds a bit to the boot space of the regular 3-Series but at that expense looks a bit humpbacked																																						
GT Sport Line	D	Sedan	39.9	41.9	-	-	-	1995/4	184	380	8/A	8.8	230	18.9	12.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	-	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
GT Luxury Line	D	Sedan	44.5	45.1	45.7	45.3	46.2	1995/4	184	380	8/A	8.8	230	18.9	12.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
CHEVROLET																																							WWW.CHEVROLET.CO.IN
	Length x Width x Height (mm) 4660x1870x1755 Ground clearance (mm) 197 Fuel tank size (litres) 65 Boot capacity (seats up/folded in litres) 465/1565 Seven-seater with updated looks but still lacking polish inside to justify the price																																						
Captiva LT	D	SUV	25.1	26.4	25.8	25.6	25.6	2231/4	186	400	6/M	12.1	176	14.6	12.4	✓✓	✓✓	✓	✓	✓✓✓	B	✓	N	-	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
Captiva LTZ AWD	D	SUV	27.4	28.7	28.1	27.8	27.8	2231/4	186	400	6/A	12.2	170	12.2	10.5	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	-	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
HYUNDAI																																							WWW.HYUNDAI.COM/IN
	Length x Width x Height (mm) 4690x1880x1690 Ground clearance (mm) 185 Fuel tank size (litres) 64 Boot capacity (seats up/folded in litres) 585/1680 Looks hide its true size and seven-seater potential, drive reveals that it is in fact large and heavy																																						
Sante Fe 2WD	D	SUV	26.9	28.2	27.6	27.4	27.4	2199/4	194	437	6/M	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	2	✓	✓				
Sante Fe 2WD	D	SUV	28.1	29.5	28.9	28.6	28.6	2199/4	194	437	6/A	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	2	✓	✓				
Sante Fe 4WD	D	SUV	30.2	31.7	31.0	30.7	30.7	2199/4	194	437	6/A	9.0	195	10.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
MERCEDES-BENZ																																							WWW.MERCEDES-BENZ.CO.IN
	Length x Width x Height (mm) 4292x1780x1430 Ground clearance (mm) - Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) 341/- Proper Merc luxury inside and styling will appeal to younger buyers, as long as seating five isn't a priority																																						
A 180 Sport	P	Hatch	27.5	27.5	28.2	27.9	27.9	1595/4	121	200	7/A	10.6	190	15.5	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	7	✓	✓				
A 200 Sport	D	Hatch	28.5	28.2	29.2	29.0	29.0	2143/4	134	300	7/A	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	7	✓	✓				
	Length x Width x Height (mm) 4393x1780x1557 Ground clearance (mm) - Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) 488/1547 MPV with snob value gets more powerful diesel but interiors don't feel as special as a Merc should																																						
B 180 Sport	P	Hatch	29.5	29.2	30.3	30.0	30.0	1595/4	121	200	7/A	11.0	190	14.8	11.8	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	7	✓	✓				
B 200 Sport	D	Hatch	30.5	30.3	31.3	31.0	31.0	2143/4	134	300	7/A	-	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	7	✓	✓				
	Length x Width x Height (mm) 4630x1777x1432 Ground clearance (mm) - Fuel tank size (litres) 50 Boot capacity (seats up/folded in litres) 470/- Replaces the C-Class as the compact luxury model, offers more boot space than A3 but less headroom all around																																						
CLA 200 Style	D	Sedan	31.5	32.5	32.4	32.1	32.1	2143/4	134	300	7/A	-	-	17.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
CLA 200 Sport	P	Sedan	35.0	34.4	36.0	35.6	35.6	1991/4	181	300	7/A	-	-	15.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
CLA 45 AMG	P	Sedan	68.5	67.2	72.8	69.7	69.7	1991/4	265	450	7/A	4.6	250	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				
	Length x Width x Height (mm) 4417x1804x1494 Ground clearance (mm) 183 Fuel tank size (litres) - Boot capacity (seats up/folded in litres) 421/1235 Most ground clearance in the segment, squat stance and interior quality appealing																																						
GLA 200 Style	D	SUV	31.9	32.9	32.8	32.5	32.5	2143/4	134	300	7/A	-	-	17.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	7	✓	✓				
GLA 200 Sport	P	SUV	36.0	35.2	37.0	36.6	36.6	1991/4	181	300	7/A	-	-	15.0	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	7	✓	✓				
GLA 45 AMG 4MATIC	P	SUV	71.9	75.7	75.4	74.7	74.7	1991/4	265	450	7/A	4.8	250	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	7	✓	✓				
MINI																																							WWW.MINI.IN
	Length x Width x Height (mm) 3821x1727x1414 Ground clearance (mm) - Fuel tank size (litres) 44 Boot capacity (seats up/folded in litres) 211/- Handles like a go-kart which is a good thing, surprisingly efficient which is even better																																						
Cooper D 3-door	D	Hatch	28.5	-	-	-	-	1496/3	118	270	6/A	9.2	205	21.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓				

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MODELS		SPECS		PRICES (Rs in lakh)					ENGINE SPECS					PERFORMANCE					FEATURES														SAFETY					
		FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS			
AUDI																																				WWW.AUDI.IN		
		Length x Width x Height (mm) 4177x1832x1353 Ground clearance (mm) - Fuel tank size (litres) 55 Boot capacity (seats up/folded in litres) 280/- Affordable sports car with next level interiors, decently quick for the price																																				
TT 45	P	Coupe	60.3	63.1	-	-	-	1984/4	227	370	6/A	-	-	14.3	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓		
		Length x Width x Height (mm) 5089x1983x1737 Ground clearance (mm) 235 Fuel tank size (litres) 100 Boot capacity (seats up/folded in litres) 770/1955 Toughest Audi offers lots of space and quality at a smidge under rivals prices																																				
Q7 35 Premium	D	SUV	61.5	64.7	63.7	63.3	63.3	2967/6	241	550	8/A	9.7	210	12.1	7.1	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	6	✓	✓		
Q7 35 Premium Plus	D	SUV	63.0	70.5	69.4	68.9	68.9	2967/6	241	550	8/A	9.7	210	12.1	7.1	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
Q7 35 Technology	D	SUV	76.9	80.3	79.1	78.6	78.6	2967/6	241	550	8/A	9.7	210	12.1	7.1	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	✓	6	✓	✓	
Q7 45 Technology	D	SUV	85.0	88.7	87.3	86.7	86.7	4134/V8	335	800	8/A	-	-	12.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	✓	6	✓	✓	
		Length x Width x Height (mm) 4933x1874x1455 Ground clearance (mm) - Fuel tank size (litres) 75 Boot capacity (seats up/folded in litres) 530/- Distinguished looker with great cabin, intelligent technology puts it at the front of the pack																																				
A6 35 Matrix	P	Sedan	45.9	-	-	-	-	1798/4	190	320	7/A	-	-	15.3	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	8	✓	✓		
A6 35 Technology	D	Sedan	53.7	56.4	55.2	54.9	54.9	1968/4	177	380	CVT	9.3	-	16.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
A6 S6 40	P	Sedan	95.3	100	98.4	97.6	97.6	3993/V8	420	550	7/A	-	-	10.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
		Length x Width x Height (mm) 4649x1860x1366 Ground clearance (mm) - Fuel tank size (litres) 64 Boot capacity (seats up/folded in litres) 530/- Not as outrageous looking as M3/M4 but big power is put down via grip generating all-wheel drive system																																				
RS5 4.2 Coupe	P	Coupe	109	114	111	111	111	4163/V8	444	430	7/A	-	-	6.7	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
		Length x Width x Height (mm) 4979x2086x1461 Ground clearance (mm) - Fuel tank size (litres) 75 Boot capacity (seats up/folded in litres) 465/- If you have to ask what the point of a lightspeed estate is, you'll never understand the do-it all allure of it																																				
RS6 Avant	P	Estate	135	141	-	-	-	3993/V8	560	700	8/A	3.9	-	10.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	8	✓	✓		
		Length x Width x Height (mm) 4979x2086x1461 Ground clearance (mm) - Fuel tank size (litres) 75 Boot capacity (seats up/folded in litres) 465/- Coupe-styled with four doors, twin turbos and impressive boot space still shames sportscars in the 0-100kmph dash																																				
RS7 Sportback	P	Sedan	140	146	-	-	-	3993/V8	560	700	8/A	3.9	-	10.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	8	✓	✓		
		Length x Width x Height (mm) 5265x1949x1471 Ground clearance (mm) - Fuel tank size (litres) 82 Boot capacity (seats up/folded in litres) 510/- Biggest Audi combines comfort and agility from the big Merc and big BMW respectively																																				
A8 L 50	D	Sedan	117	123	121	120	120	2967/V6	247	580	8/A	7.0	250	16.8	10.0	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	8	✓	✓		
A8 L 60	D	Sedan	133	140	137	136	136	4134/V8	346	850	8/A	-	-	7.5	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	8	✓	✓		
A8 L 60	P	Sedan	138	145	142	141	141	3993/V8	429	600	8/A	-	-	7.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	8	✓	✓		
A8 L W12	P	Sedan	187	197	187	185	185	6299/W12	494	625	8/A	-	-	4.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	8	✓	✓		
		Length x Width x Height (mm) 4440x1904x1252 Ground clearance (mm) - Fuel tank size (litres) 75 Boot capacity (seats up/folded in litres) -/- Arguably the closest you can come to an 'everyday supercar' with looks that still stand out.																																				
R8 4.2 V8 Coupe	P	Coupe	171	171	171	171	171	4163/V8	423	430	7/A	4.3	300	8.1	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
R8 5.2 V10 Coupe	P	Coupe	200	200	200	200	200	5204/V10	517	530	7/A	3.6	315	7.6	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
R8 5.2 V10 Spyder	P	Cabrio	220	220	220	220	220	5204/V10	517	530	7/A	3.8	311	7.5	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
R8 5.2 V10 Plus	P	Coupe	232	232	232	232	232	5204/V10	549	540	7/A	3.5	317	7.8	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
BENTLEY																																				WWW.NEWDELHI.BENTLEYMOTORS.COM		
		Length x Width x Height (mm) 4807x1947x1401 Ground clearance (mm) - Fuel tank size (litres) 90 Boot capacity (seats up/folded in litres) 358/- Hand-built with exacting standards of luxury, V8 engine the better choice																																				
Continental GT V8	P	Coupe	330	330	330	330	330	3993/8	500	660	8/A	4.8	303	-	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
Continental GT V8 S	P	Coupe	360	360	360	360	360	3993/8	521	680	8/A	4.5	309	-	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
Continental GT	P	Coupe	360	360	360	360	360	5998/12	582	720	8/A	4.5	318	-	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	6	✓	✓		
Continental GT Speed	P	Sedan	400	400	400	400	400	5998/12	626	820	8/A	4.2	331	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	✓	8	✓	✓		

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Models	Specs	Prices (Rs in lakh)	Engine Specs	Performance	Features	Safety
Fuel Type	Body Type	Delhi Mumbai Kolkata Bangalore Chennai	Engine Displacement (CC)/No. of Cylinders Max Power (BHP) Max Torque (Nm) No. of Gears/ Gearbox Type 0-100kmph (Sec)	Top Speed (kmph) Fuel Efficiency (ARAI Claimed kmpl) Fuel Efficiency (Tested kmpl)	AC/Climate Control Adjustable Steering (Rake/Reach) Steering Mounted Controls Cruise Control Central/Remote Locking/Keyless Entry Power Windows (F/B/N) Driver Seat Height Adj. Parking Sensor (R/B/N) Parking Camera Split-Folding Rear Seats Multi-Function Trip Computer Internally Adjustable Door Mirror (E/M/N) CD Player/USB/Bluetooth Fog Lamps Rear AC Vents Rear Defogger/Wash Wipe	Airbags ESP ABS

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Length x Width x Height (mm) **4961x1877x1460** | Ground clearance (mm) **100** | Fuel tank size (litres) **68** | Boot capacity (seats up/folded in litres) **500/-** | **Perfect for the business executive who thinks luxury is a complete package of class and performance**

XF 2.2	D	Sedan	47.7	48.2	60.5	48.5	47.5	2179/4	187	450	8/A	8.5	225	16.4	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓✓	✓	✓✓	✓	6	✓	✓
XF 2.0	P	Sedan	51.2	51.8	51.6	52.1	51.1	1999/4	236	340	8/A	7.9	250	10.8	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓✓	✓	✓✓	✓	6	✓	✓
XF 2.2 Luxury	D	Sedan	51.5	52.2	51.9	52.4	51.4	2179/4	187	450	8/A	8.5	225	16.4	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓✓	✓	✓✓	✓	6	✓	✓
XF S V6	D	Sedan	60.0	60.8	60.5	61.0	59.9	2993/V6	271	600	8/A	6.4	250	14.7	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓✓	✓	✓✓	✓	6	✓	✓



Length x Width x Height (mm) **4961x1939x1468** | Ground clearance (mm) - | Fuel tank size (litres) **68** | Boot capacity (seats up/folded in litres) **500/-** | **Takes on the M5 and excels over it in comfort but loses to it in sharpness**

XFR V8	P	Sedan	74.2	103	-	-	-	5000/V8	503	625	8/A	4.9	250	8.6	-	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	✓	6	✓	✓
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Length x Width x Height (mm) **4470x2042x1309** | Ground clearance (mm) **113** | Fuel tank size (litres) **70** | Boot capacity (seats up/folded in litres) **407/-** | **A British sports car that promises fun with a very addictive soundtrack**

F-Type Coupe	P	Coupe	126	130	128	160	124	2995/V6	335	450	8/A	5.3	260	11.9	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	F	✓	B	✓	X	✓	✓	E	✓✓✓	✓	X	XX	2	✓	✓
F-Type S Coupe	P	Coupe	138	144	141	165	140	2995/V6	375	460	8/A	4.9	275	11.6	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	F	✓	B	✓	X	✓	✓	E	✓✓✓	✓	X	XX	2	✓	✓
F-Type V6 S	P	Cabrio	154	159	156	178	151	2995/V6	375	460	8/A	4.9	275	11.6	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	F	✓	B	✓	X	✓	✓	E	✓✓✓	✓	X	XX	2	✓	✓
F-Type V8 S	P	Cabrio	181	186	184	207	178	5000/V8	488	625	8/A	4.3	300	9.3	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	F	✓	B	✓	X	✓	✓	E	✓✓✓	✓	X	XX	2	✓	✓
F-Type R Coupe	P	Coupe	188	194	191	202	190	5000/V8	488	625	8/A	4.2	300	9.3	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	F	✓	B	✓	X	✓	✓	E	✓✓✓	✓	X	XX	2	✓	✓



Length x Width x Height (mm) **5252x1899x1457** | Ground clearance (mm) **127** | Fuel tank size (litres) **82** | Boot capacity (seats up/folded in litres) **520/-** | **The car of choice for Queen Elizabeth, enough said**

XJ V6 Premium Luxury	D	Sedan	96.6	98.3	97.4	98.3	96.5	2993/V6	270	600	8/A	6.4	250	9.4	-	✓	✓	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓
XJ L Portfolio	P	Sedan	97.7	99.5	98.6	99.5	97.7	1999/4	237	340	8/A	7.5	241	12.9	-	✓	✓	✓	✓	✓	✓	✓	✓	B	B	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓
XJ L V6 Portfolio	D	Sedan	104	106	105	105	104	2993/V6	270	600	8/A	6.4	250	9.4	-	✓	✓	✓	✓	✓	✓	✓	✓	B	B	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓

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Length x Width x Height (mm) **4459x1924x1165** | Ground clearance (mm) **135** | Fuel tank size (litres) **90** | Boot capacity (seats up/folded in litres) **-/-** | **The fieriest baby Lambo will set your pants on fire in the city and on a race track**

Huracan LP 610-4	P	Coupe	343	343	343	343	343	5204/V10	602	560	7/A	3.2	325	-	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	F	✓	R	✓	✓	✓	✓	E	✓✓	✓✓	✓✓	✓	✗	✗✗	4	✓	✓
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Length x Width x Height (mm) **4780x2265x1136** | Ground clearance (mm) **100** | Fuel tank size (litres) **90** | Boot capacity (seats up/folded in litres) **100**

Aventador LP 700-4	P	Coupe	505	505	505	505	505	6498/Y12	700	690	7/A	2.9	350	-	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	F	✓	R	✓✓	✓✓	E	✓✓✓	✓	X	XX	4	✓	✓
Aventador LP 700-4 Roadster	P	Cabrio	562	562	562	562	562	6498/Y12	700	690	7/A	3.0	350	-	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	F	✓	R	✓✓	✓✓	E	✓✓✓	✓	X	XX	4	✓	✓

LAND ROVER WWW.LANDROVER.IN



Length x Width x Height (mm) **4500x2195x1740** | Ground clearance (mm) **210** | Fuel tank size (litres) **68** | Boot capacity (seats up/folded in litres) **755/1670** | **Most affordable Land Rover will surprise with its off-road prowess, not as spacious as German rivals though**

Freelander 2 S	D	SUV	42.3	43.6	-	43.1	42.3	2179/4	148	420	6/A	11.2	181	12.4	-	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	E	✓✓✓	✓	✓	7	✓
Freelander 2 SE	D	SUV	46.2	47.7	46.7	47.0	46.2	2179/4	148	420	6/A	11.2	181	12.4	-	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	E	✓✓✓	✓	✓	7	✓
Freelander 2 HSE	D	SUV	51.9	53.6	52.4	52.8	51.9	2179/4	188	420	6/A	9.5	190	12.4	-	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	E	✓✓✓	✓	✓	7	✓



Length x Width x Height (mm) **4355x2120x1635** | Ground clearance (mm) **212** | Fuel tank size (litres) **65** | Boot capacity (seats up/folded in litres) **575/-** | **The sexiest vehicle to enter the SUV segment till date**

RR Evoque Pure SD4	D	SUV	49.2	50.8	-	50.1	-	2179/4	148	420	9/A	8.5	195	12.7	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓
RR Evoque Prestige SD4	D	SUV	56.7	58.6	-	57.7	-	2179/4	148	420	9/A	8.5	195	12.7	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓✓	6	✓	✓














Length x Width x Height (mm) **4600x2069x1724** | Ground clearance (mm) **239** | Fuel tank size (litres) **65** | Boot capacity (seats up/folded in litres) **-/-** | **Entry to the legendarily capable Disco brand at a price tag that plays sport**












Discovery Sport S	D	SUV	46.1	-	-	-	-	2179/4	148	400	9/A	10.3	180	12.8	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓	✓✓	✓✓	✓✓	✓✓	6	✓	✓
Discovery Sport SE (7S)	D	SUV	52.5	-	-	-	-	2179/4	148	400	9/A	10.3	180	12.8	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓	✓✓	✓✓	✓✓	✓✓	6	✓	✓
Discovery Sport HSE	D	SUV	53.5	-	-	-	-	2179/4	148	400	9/A	10.3	180	12.8	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓	✓✓	✓✓	✓✓	✓✓	6	✓	✓
Discovery Sport HSE Luxury	D	SUV	60.7	-	-	-	-	2179/4	188	420	9/A	8.9	195	12.7	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	F	✓✓	✓✓	✓✓	✓✓	✓✓	8	✓	✓



Length x Width x Height (mm) **4838x1915x1837** | Ground clearance (mm) **240** | Fuel tank size (litres) **82** | Boot capacity (seats up/folded in litres) **280/1124** | **Will get you and the kids, and their kids anywhere you want to go**

Discovery SE	D	SUV	111	110	113	-	112	2993/V6	245	600	8/A	9.3	180	11.3	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓	✓	✓	✓✓	8	✓	✓
Discovery HSE	D	SUV	120	120	122	-	121	2993/V6	245	600	8/A	9.3	180	11.3	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	B	✓	B	✓	✓	✓	✓	F	✓✓	✓	✓	✓✓	8	✓	✓

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE					FEATURES															SAFETY								
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100(KMPH) (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERIALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS					
	Length x Width x Height (mm) 4856X2073X1780 Ground clearance (mm) 295 Fuel tank size (litres) 80 Boot capacity (seats up/folded in litres) 784/1652 Will have you questioning the limits of handling dynamics for a 2-tonne SUV																																						
RR Sport SDV6 S	D	SUV	120	121	119	125	-	2993/V6	289	600	8/A	7.2	210	12.7	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	✓	E	✓	✓	✓	✓	✓	8	✓	✓		
RR Sport SDV6 HSE	D	SUV	151	157	155	175	150	2993/V6	289	600	8/A	7.2	210	12.7	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
RR Sport V8 Autobiography	D	SUV	176	181	179	186	174	4999/V8	503	625	8/A	5.3	250	7.2	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
	Length x Width x Height (mm) 5199x2220x1840 Ground clearance (mm) 295.5 Fuel tank size (litres) 85 Boot capacity (seats up/folded in litres) -/- The very last word in premium SUVs																																						
RR LWB V6 Diesel Vogue	D	SUV	218	228	224	221	222	2993/V6	245	600	8/A	8.3	210	13.3	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
RR LWB SDV8 Vogue SE	D	SUV	256	267	263	271	251	4367/V8	335	740	8/A	7.2	218	11.5	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
RR LWB V8 Autobiography	D	SUV	275	272	282	284	266	4999/V8	503	625	8/A	5.8	225	7.8	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
MASERATI																																							WWW.MASERATI.COM
	Length x Width x Height (mm) 4971x2100x1461 Ground clearance (mm) - Fuel tank size (litres) 80 Boot capacity (seats up/folded in litres) 500/- The most affordable ticket into the world of Maserati, backs it up with its performance credentials																																						
Ghibli	D	Sedan	110	110	110	110	110	3000/V6	271	400	8/A	6.4	249	15.6	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
	Length x Width x Height (mm) 5262x1948x1481 Ground clearance (mm) - Fuel tank size (litres) 70 Boot capacity (seats up/folded in litres) 530/- Beauty and practicality have never before seen a better package																																						
Quattroporte Diesel	D	Sedan	150	150	150	150	150	2987/V6	275	600	8/A	6.4	249	-	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
Quattroporte GTS	P	Sedan	220	220	220	220	220	3800/V8	530	650	8/A	4.1	290	-	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
	Length x Width x Height (mm) 4881x2056x1353 Ground clearance (mm) - Fuel tank size (litres) 86 Boot capacity (seats up/folded in litres) 260/- Ferrari horsepower jumps out in tandem with exquisite Italian Maserati flair																																						
GranTurismo	P	Coupe	180	180	180	180	180	4200/V8	405	460	6/A	-	-	-	-	✓	✓	✓	✓	✓	✓	F	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
GranCabrio	P	Cabrio	200	200	200	200	200	4691/V8	450	510	6/A	-	-	-	-	✓	✓	✓	✓	✓	✓	F	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
MERCEDES-BENZ																																							WWW.MERCEDES-BENZ.CO.IN
	Length x Width x Height (mm) 4686x1810x1442 Ground clearance (mm) - Fuel tank size (litres) 66 Boot capacity (seats up/folded in litres) 480/- All the goodness of the S-Class without the dimensions and expense																																						
C 200 Avantgarde	P	Sedan	40.9	43.0	42.8	42.4	42.4	1991/4	181	300	7/A	7.8	225	14.7	12.2	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
C 220 CDI Avantgarde	D	Sedan	42.1	41.9	44.1	43.7	43.7	2143/4	168	400	7/A	9.3	207	19.3	11.6	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
	Length x Width x Height (mm) 4879x1854x1474 Ground clearance (mm) - Fuel tank size (litres) 80 Boot capacity (seats up/folded in litres) 540/- Perfect example of old Mercedes values with luxury, refinement and safety taking precedence																																						
E 200	P	Sedan	47.4	48.9	48.7	48.2	48.2	1991/4	184	300	7/A	-	250	12.1	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
E 250 CDI	D	Sedan	49.6	51.1	51.0	50.5	50.5	2143/4	204	500	7/A	8.0	220	14.2	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
E 350 CDI	D	Sedan	59.9	61.8	61.5	61.0	61.0	2987/V6	265	620	7/A	7.1	250	14.2	10.4	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
E 400 Cabriolet	P	Cabrio	78.5	81.0	80.6	79.9	79.9	2996/V6	333	480	7/A	5.3	250	-	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
E 63 AMG	P	Sedan	129	133	132	132	132	5461/V8	557	720	7/A	-	250	-	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	9	✓	✓		
	Length x Width x Height (mm) 4937x1881x1418 Ground clearance (mm) - Fuel tank size (litres) 80 Boot capacity (seats up/folded in litres) 475/- Streamlined package combines luxury and power to form the CLS																																						
CLS 250 CDI	D	Sedan	76.5	-	78.6	77.9	77.9	2143/4	204	500	7/A	7.5	250	-	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	8	✓	✓		
	Length x Width x Height (mm) 4146x2006x1300 Ground clearance (mm) 120 Fuel tank size (litres) 70 Boot capacity (seats up/folded in litres) 335/- German-engineered sports car for those looking for a good top-down experience																																						
SLK 350	P	Cabrio	75.0	81.3	77.1	77.9	77.9	3498/6	306	370	7/A	5.6	250	11.1	-	✓	✓	✓	✓	✓	✓	F	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
	Length x Width x Height (mm) 4819x2141x1796 Ground clearance (mm) 200 Fuel tank size (litres) 93 Boot capacity (seats up/folded in litres) 690/1210 New naming strategy, same great SUV package from the house of Stuttgart																																						
GLE 250 CDI	D	SUV	56.6	58.3	58.2	57.6	57.6	2143/4	204	500	7/A	9.0	210	15.3	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
GLE 350 CDI	D	SUV	67.9	70	69.7	69.1	69.1	2987/V6	190	619	7/A	7.4	224	-	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
GLE Coupe 450 AMG	P	SUV	86.4	86.4	-	-	-	2996/V6	367	520	7/A	-	-	-	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		
	Length x Width x Height (mm) 5120x1934x1850 Ground clearance (mm) - Fuel tank size (litres) 100 Boot capacity (seats up/folded in litres) 680/- Full-size SUV from Mercedes-Benz combines practicality, luxury, off-road ability and dynamics into one complete package																																						
GL 350 CDI	D	SUV	77.5	77.6	76.0	75.3	75.3	2987/V6	190	619	7/A	7.9	220	13.5	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	9	✓	✓		
GL 63 AMG	P	SUV	175	182	181	180	180	5461/V8	550	760	7/A	4.9	250	-	-	✓	✓	✓	✓	✓	✓	B	✓	B	✓	✓	✓	E	✓	✓	✓	✓	✓	✓	6	✓	✓		

MODELS	SPECS		PRICES (Rs in lakh)					ENGINE SPECS			PERFORMANCE				FEATURES														SAFETY												
	FUEL TYPE	BODY TYPE	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)/NO. OF CYLINDERS	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)	AC/CLIMATE CONTROL	ADJUSTABLE STEERING (RAKE/REACH)	STEERING MOUNTED CONTROLS	CRUISE CONTROL	CENTRAL/REMOTE LOCKING/ KEYLESS ENTRY	POWER WINDOWS (F/B/N)	DRIVER SEAT HEIGHT ADJ.	PARKING SENSOR (R/B/N)	PARKING CAMERA	SPLIT-FOLDING REAR SEATS	MULTI-FUNCTION TRIP COMPUTER	INTERNALLY ADJUSTABLE DOOR MIRROR (E/M/N)	CD PLAYER/USB/BLUETOOTH	FOG LAMPS	REAR AC VENTS	REAR DEFOGGER/WASH WIPE	AIRBAGS	ESP	ABS							
	Length x Width x Height (mm) 5246x1899x1494 Ground clearance (mm) - Fuel tank size (litres) 70 Boot capacity (seats up/folded in litres) 530/- Loaded to the brim with its technological prowess, a 5-star experience on the road																																								
S 350 CDI	D	Sedan	114	117	117	116	116	2987/V6	190	620	7/A	6.8	250	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	✓	E	✓✓✓	✓	✓	✓	8	✓	✓						
S 500	P	Sedan	144	149	148	147	147	4663/V8	338	700	7/A	4.8	250	11.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	8	✓	✓							
PORSCHE																																							WWW.PORSCHE.COM		
	Length x Width x Height (mm) 4374x1801x1281 Ground clearance (mm) 109 Fuel tank size (litres) 64 Boot capacity (seats up/folded in litres) 280/- Baby 911 may be comparatively affordable, but its still a throughbred Porsche at heart																																								
Boxster S	P	Cabrio	103	103	103	103	103	3436/6	315	360	7/A	4.8	277	12.1	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	X	✓	✓	E	✓✓✓	✓	X	XX	6	✓	✓						
	Length x Width x Height (mm) 4438x1817x1266 Ground clearance (mm) 109 Fuel tank size (litres) 54 Boot capacity (seats up/folded in litres) 425/- Precise and direct, just how Ferdinand Porsche would have wished it to be																																								
Cayman S	P	Coupe	105	105	105	105	105	3436/6	325	370	7/A	4.9	281	12.1	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	X	✓	E	✓✓✓	✓	X	XX	6	✓	✓							
	Length x Width x Height (mm) - Ground clearance (mm) - Fuel tank size (litres) - Boot capacity (seats up/folded in litres) - Still the leader in its segment, practicality and mind-bending dynamics make it difficult to dethrone this legend																																								
911 Carrera S	P	Coupe	159	159	159	159	159	3800/6	400	440	7/A	4.1	302	11.4	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	E	✓✓✓	✓	X	✓	6	✓	✓							
911 Carrera S Cabriolet	P	Cabrio	172	172	172	172	172	3800/6	400	440	7/A	4.3	299	11.2	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	E	✓✓✓	✓	X	XX	6	✓	✓							
911 Turbo	P	Coupe	215	215	215	215	215	3800/6	520	660	7/A	3.2	315	10.3	-	✓✓	✓✓	✓	✓	✓✓✓	F	✓	R	✓	✓	✓	E	✓✓✓	✓	X	XX	6	✓	✓							
	Length x Width x Height (mm) 5015x1931x1418 Ground clearance (mm) - Fuel tank size (litres) 80 Boot capacity (seats up/folded in litres) 445/1263 Four-doors, proper boot and performance to rival most sports cars																																								
Panamera Diesel	D	Sedan	117	117	117	117	117	2967/V6	300	550	8/A	6.0	259	15.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓	8	✓	✓							
Panamera Turbo	P	Sedan	186	186	186	186	186	4806/V8	520	700	7/A	4.1	305	9.8	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	R	✓	✓	✓	E	✓✓✓	✓	✓	✓	8	✓	✓							
	Length x Width x Height (mm) 4681x1923x1624 Ground clearance (mm) - Fuel tank size (litres) 60 Boot capacity (seats up/folded in litres) 500/1500 Shorter, tauter and hotter version of the brilliant Porsche Cayenne																																								
Macan S Diesel	D	SUV	101	101	101	101	101	2967/V6	258	580	7/A	6.1	230	16.6	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	X	✓	6	✓	✓							
Macan Turbo	P	SUV	112	112	112	112	112	3604/V6	400	550	7/A	4.6	266	11.2	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
	Length x Width x Height (mm) 4855x1939x1705 Ground clearance (mm) - Fuel tank size (litres) 85 Boot capacity (seats up/folded in litres) 1728/- Combines the practicality and driving itch for the petrol-head with a thirst for mild off-road adventures																																								
Cayenne Diesel	D	SUV	105	105	105	105	105	2967/V6	245	550	8/A	7.5	218	12.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
Cayenne Turbo	P	SUV	179	179	179	179	179	4806/V8	520	750	8/A	4.4	279	8.9	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
VOLVO																																							WWW.VOLVOCARS.COM/IN		
	Length x Width x Height (mm) 4635x2097x1484 Ground clearance (mm) 136 Fuel tank size (litres) 67.5 Boot capacity (seats up/folded in litres) 380/- The most pretty iteration of Volvo's design language, sensible luxury describes it best																																								
S60 Inscription	D	Sedan	40.9	42.5	-	-	41.2	2400/5	215	440	6/A	-	-	20.4	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
S60 T6	P	Sedan	42.0	42.0	42.0	42.0	42.0	2000/4	306	400	8/A	5.4	-	-	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
	Length x Width x Height (mm) 4854x2106x1493 Ground clearance (mm) 151 Fuel tank size (litres) 70 Boot capacity (seats up/folded in litres) 480/- Classy looks and interiors but has started showing signs of age																																								
S80 Momentum	D	Sedan	44.6	46.2	-	-	45.4	1984/5	181	400	6/A	-	-	16.7	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
S80 Inscription	D	Sedan	48.2	50.1	-	-	49.4	2400/5	215	440	6/A	-	-	13.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
	Length x Width x Height (mm) 4644x1891x1713 Ground clearance (mm) 230 Fuel tank size (litres) 70 Boot capacity (seats up/folded in litres) 495/- Mild off-roader and good handler, comes with Volvo's powerful and efficient Drive-E engine																																								
XC60 D4 Kinetic	D	SUV	45.5	48.7	-	-	45.5	1984/4	181	400	6/A	10.6	190	16.7	11.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
XC60 D4 R-Design	D	SUV	51.0	-	-	-	-	1984/4	181	400	6/A	10.6	190	16.7	11.3	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
XC60 D5 Inscription	D	SUV	53.7	56.3	-	-	53.5	2400/5	215	440	6/A	-	-	13.1	-	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							
	Length x Width x Height (mm) 4950x2008x1776 Ground clearance (mm) 238 Fuel tank size (litres) 71 Boot capacity (seats up/folded in litres) 530/- Volvo's recently-launched flagship SUV drives well and oozes luxury from every inch of the cabin																																								
XC90 Inscription Luxury	D	SUV	77.9	81.4	-	-	-	1969/4	225	470	8/A	9.1	210	17.2	10.8	✓✓	✓✓	✓	✓	✓✓✓	B	✓	B	✓	✓	✓	E	✓✓✓	✓	✓	✓	6	✓	✓							

MODELS	PRICES					PERFORMANCE							
	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-60KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)
SCOOTERS (PRICES IN RS THOUSANDS)													
HERO WWW.HEROMOTOCORP.COM													
Pleasure	40.2	42.9	40.3	40.8	40.6	102	7	8	A	9.9	77	60	49
Maestro	48.0	48.6	50.4	49.9	50.5	109	7	9	A	-	-	-	59
HONDA WWW.HONDA2WHEELERSINDIA.COM													
Aviator Drum	50.9	54.7	54.1	53.6	53.9	109	8	9	A	10.1	83	49	67
Aviator Disk	56.2	60.3	59.6	59.0	59.3	109	8	9	A	10.1	83	49	67
Dio	47.9	51.6	51.1	50.6	50.8	109	8	9	A	-	-	-	57
Activa i- STD	46.2	49.9	49.4	48.9	49.1	109	8	9	A	10.0	85	67	69
Activa i-DLX	46.7	50.4	49.9	49.4	48.6	109	8	9	A	10.0	85	67	69
Activa 3G -DLX	49.4	53.2	52.6	52.1	52.4	109	8	9	A	10.0	85	67	69
Activa 125 -STD	55.7	59.8	59.1	58.5	58.8	125	9	10	A	-	85	-	-
Activa 125 -DLX	61.9	66.2	65.4	64.8	65.1	125	9	10	A	-	85	-	-
MAHINDRA WWW.MAHINDRATWOWHEELERS.COM													
Gusto VX	48.9	51.1	53.2	50.5	50.7	110	8	9	A	-	-	-	61
Gusto HX	46.9	49.1	51.2	48.5	48.7	110	8	9	A	-	-	-	-
Gusto DX	44.9	47.1	49.2	46.5	46.7	110	8	9	A	-	-	-	-
Rodeo UZO 125	49.8	49.9	52.7	51.6	52.3	125	8	9	A	-	80	-	-
PIAGGIO WWW.VESPA.IN													
Vespa LX	68.3	68.3	68.3	68.3	68.3	125	10	11	A	9.5	96	36	62
Vespa VX	72.3	72.3	72.3	72.3	72.3	125	10	11	A	9.5	96	36	62
Vespa S	76.5	76.5	76.5	76.5	76.5	125	10	11	A	9.5	96	36	62
Vespa Elegante	79.0	79.0	79.0	79.0	79.0	125	10	11	A	9.5	96	36	62
SUZUKI WWW.SUZUKIMOTORCYCLE.CO.IN													
Let's	49.7	54.3	54.3	55.2	54.8	113	9	9	A	-	-	-	-
Access 125	55.5	59.2	60.5	60.8	60.9	124	9	10	A	-	-	-	-
Access 125 (SE)	57.4	62.4	62.3	64.6	62.8	124	9	10	A	-	-	-	-
Swish 125	56.3	61.3	61.3	63.5	61.7	124	9	9	A	-	-	-	-
TVS WWW.TVSMOTOR.COM													
Scooty Streak	45.1	43.7	46.0	43.7	44.9	88	5	6	A	-	-	-	-
Scooty Pep+	43.4	42.0	44.3	42.1	42.7	88	5	6	A	-	-	-	-
Scooty Zest 110	44.8	46.8	48.3	47.1	47.2	110	8	8	A	-	-	-	-
Wego	49.9	50.4	52.9	52.1	52.9	110	8	8	A	-	-	-	-
Wego Disc	52.6	53.1	55.7	54.6	55.5	110	8	8	A	-	-	-	-
Jupiter	47.3	50.0	51.5	52.1	52.1	110	8	8	A	-	-	-	-
YAMAHA WWW.YAMAHA-MOTOR-INDIA.COM													
Ray	47.8	47.8	47.8	47.8	47.8	113	7	8	A	10.7	85	50	62
Ray Z	48.9	48.9	48.9	48.9	48.9	113	7	8	A	10.7	85	50	62
Alpha	48.9	48.9	48.9	48.9	48.9	113	7	8	A	-	-	-	-
Fascino	52.5	52.5	52.5	52.5	52.5	113	7	8	A	-	-	-	-

MODELS	PRICES					PERFORMANCE							
	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-60KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMPL)	FUEL EFFICIENCY (TESTED KMPL)
MOTORCYCLES (UPTO 110CC) (PRICES IN RS THOUSANDS)													
BAJAJ WWW.BAJAJAUTO.COM													
Discover 100	48.0	48.0	49.2	48.8	49.3	94	8	8	4/M	8.6	89	73	91
Discover 100 M	50.0	50.0	51.6	50.9	51.5	102	9	9	4/M	-	-	-	-
Platina 100 Ai-loy ES	44.6	46.6	45.9	45.3	45.8	102	8	9	4/M	-	-	-	-
CT 100	35.0	36.8	35.7	36.1	36.1	99	8	8	4/M	-	-	-	-
HERO WWW.HEROMOTOCORP.COM													
HF Dawn	39.5	38.3	41.1	39.8	40.3	97	8	8	4/M	7.8	89	73	91
HF Deluxe Kick Drum Alloy	43.0	40.8	44.3	44.0	44.0	97	8	8	4/M	7.8	89	73	91
HF Deluxe Kick Drum Spoke	40.3	39.9	43.3	43.1	43.1	97	8	8	4/M	7.8	89	73	91
HF Deluxe Self Drum Alloy	43.2	42.9	46.5	46.3	46.3	97	8	8	4/M	7.8	89	73	91
HF Deluxe Self Drum Spoke	42.1	41.9	45.4	45.3	45.3	97	8	8	4/M	7.8	89	73	91
HF Deluxe Self Drum Alloy	45.2	42.9	46.5	46.3	46.3	97	8	8	4/M	7.8	89	73	91
HF Deluxe ECO	46.2	43.9	47.5	47.3	47.3	97	8	8	4/M	7.8	89	73	91
Splendor+ Kick Drum Alloy	46.5	46.3	47.7	47.2	47.2	97	8	8	4/M	7.8	89	73	91
Splendor+ Kick Drum Spoke	45.9	45.8	47.1	46.7	46.6	97	8	8	4/M	7.8	89	73	91
Splendor PRO Kick Drum Alloy	47.7	47.3	48.8	48.4	48.6	97	8	8	4/M	7.8	89	73	91
Splendor PRO Kick Drum Spoke	46.7	46.3	47.8	47.5	47.7	97	8	8	4/M	7.8	89	73	91
Splendor PRO Self Drum Alloy	49.6	49.3	50.7	50.0	50.5	97	8	8	4/M	7.8	89	73	91
Splendor PRO Self Drum Spoke	48.6	48.2	49.7	49.4	49.5	97	8	8	4/M	7.8	89	73	91
Splendor PRO Self Drum Black	50.1	48.0	51.2	50.8	51.0	97	8	8	4/M	7.8	89	73	91
Splendor PRO Classic	50.5	50.2	51.6	51.2	51.4	97	8	8	4/M	7.8	89	73	91
Splendor iSmart Self Drum Alloy	51.1	52.4	51.8	51.8	52.0	97	8	8	4/M	7.8	89	73	91
Splendor iSmart Self Drum Spoke	50.0	51.4	50.8	50.8	51.0	97	8	8	4/M	7.8	89	73	91
Passion PRO TR	53.5	53.3	53.5	55.1	54.9	97	8	8	4/M	7.8	89	73	91
Passion PRO Kick Drum Alloy	46.9	48.7	50.9	50.3	50.3	97	8	8	4/M	7.8	89	73	91
Passion PRO Kick Drum Spoke	45.3	47.6	49.8	49.5	49.3	97	8	8	4/M	7.8	89	73	91
Passion PRO Self Drum Alloy	50.6	50.7	52.8	52.1	52.3	97	8	8	4/M	7.8	89	73	91
Passion PRO Self Drum Spoke	47.3	49.6	51.8	51.4	51.3	97	8	8	4/M	7.8	89	73	91
Passion PRO Self Disk Alloy	52.5	52.5	54.6	54.2	54.1	97	8	8	4/M	7.8	89	73	91
Passion XPRO Kick Drum Alloy	50.5	48.9	52.5	52.1	52.1	109	9	9	4/M	11.9	85	65	79
Passion XPRO Kick Drum Spoke	49.5	47.9	51.5	51.1	51.1	109	9	9	4/M	11.9	85	65	79

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MODELS	PRICES					PERFORMANCE							
	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-60KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)
Passion XPRO Self Drum Alloy	52.5	50.9	54.5	54.2	54.1	109	9	9	4/M	11.9	85	65	79
Passion XPRO Self Drum Spoke	51.5	49.9	53.5	53.1	53.1	109	9	9	4/M	11.9	85	65	79
Passion XPRO Self Disk Alloy	54.5	52.8	56.5	56.1	56.1	109	9	9	4/M	11.9	85	65	79
HONDA WWW.HONDA2WHEELERSINDIA.COM													
Livo (Self Drum Alloy)	53.0	57.1	55.9	55.7	56.0	109	8	9	4/M	-	-	-	-
Livo (Self Disk Spoke)	55.5	59.6	58.4	58.4	58.2	109	8	9	4/M	-	-	-	-
CD110	43.5	47.5	44.4	45.1	45.1	109	8	9	4/M	-	-	-	-
Dream Neo	49.1	52.0	50.4	50.1	50.0	109	8	9	4/M	8.3	90	72	87
Dream Yuga	51.0	55.1	53.9	53.7	54.0	109	8	9	4/M	-	90	68	87
CB Twister (Self Drum Alloy)	50.0	53.9	52.9	52.8	53.0	109	9	9	4/M	-	-	-	83
CB Twister (Self Disk Alloy)	53.2	57.2	56.3	56.0	56.3	109	9	9	4/M	-	-	-	83
MAHINDRA WWW.MAHINDRATWOWHEELERS.COM													
Centuro XT	51.1	52.0	53.2	52.5	51.5	107	9	9	4/M	-	-	-	-
Centuro NXT	51.3	52.2	53.4	52.8	51.7	107	9	9	4/M	-	-	-	-
Centuro Disk Brake	48.1	49.1	50.3	49.7	48.6	107	9	9	4/M	-	-	-	-
Centuro Rockstar	45.3	46.2	47.4	46.8	45.7	107	9	9	4/M	-	-	-	-
Centuro Rockstar Kick Alloy	43.0	43.9	45.1	44.5	43.4	107	9	9	4/M	-	-	-	-
TVS WWW.TVSMOTOR.COM													
Max4R	37.6	43.1	38.0	43.1	37.6	110	8	8	4/M	8.5	-	-	70
Star City Plus Kick	44.0	44.7	46.8	45.4	44.9	110	8	9	4/M	8.6	88	-	84
Star City Plus Electric	47.1	46.9	48.8	47.8	47.6	110	8	9	4/M	8.6	88	-	84
Sport Kick	42.1	41.8	43.4	42.9	42.3	100	8	8	4/M	-	-	-	-
Sport Electric	45.2	44.8	45.8	45.5	45.4	100	8	8	4/M	-	-	-	-
Sport Spoke	36.9	37.7	40.1	38.7	38.8	100	8	8	4/M	-	-	-	-
YAMAHA WWW.YAMAHA-MOTOR-INDIA.COM													
Crux	39.7	39.7	39.7	39.7	39.7	106	8	8	4/M	10.0	-	-	63
YBR 110	46.5	46.5	46.5	46.5	46.5	106	8	8	4/M	10.0	-	-	55
MOTORCYCLES (111CC-140CC) (PRICES IN RS THOUSANDS)													
BAJAJ WWW.BAJAJAUTO.COM													
Discover 125	52.0	53.1	54.1	52.9	53.4	125	12	11	4/M	-	-	-	76
Discover 125 M	52.0	53.5	53.7	52.9	53.5	125	23	11	4/M	-	-	-	76
Discover 125 M Disc	55.0	56.6	66.8	56.0	56.6	125	23	11	4/M	-	-	-	76
Pulsar 135LS	63.6	64.9	67.1	64.7	65.3	135	14	11	5/M	5.3	110	50	68
HERO WWW.HEROMOTOCORP.COM													
Super Splendor	53.6	51.7	55.1	54.7	54.7	125	9	10	4/M	7.5	95	50	68
Glamour Self Drum Alloy	55.9	53.9	57.5	56.7	56.7	125	9	10	4/M	7.5	95	50	68
Glamour Self Disc Alloy	57.9	55.9	59.5	58.8	58.8	125	9	10	4/M	7.5	95	50	68
Glamour Programmed FI	65.6	63.4	67.1	66.5	66.4	125	9	10	4/M	7.5	95	50	68
Ignitor Self Drum Alloy	60.5	60.3	62.1	61.6	61.6	125	9	10	4/M	-	-	-	70
Ignitor Self Disc Alloy	62.6	62.4	64.2	63.7	63.7	125	11	11	5/M	-	-	-	70
HONDA WWW.HONDA2WHEELERSINDIA.COM													
CBF Stunner	58.7	63.0	61.9	61.6	61.9	125	11	10	5/M	6.5	98	52	70
CB Shine (Self Drum)	55.6	59.7	58.7	58.4	58.7	125	11	10	4/M	7.0	-	-	65

MODELS	PRICES					PERFORMANCE							
	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-60KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)
CB Shine (Self Disk)	58.4	62.6	61.5	61.3	61.5	125	11	10	4/M	7.0	-	-	65
CB Shine (Self Disk) - CBS	61.2	65.7	61.2	65.7	64.5	125	11	10	4/M	7.0	-	-	65
SUZUKI WWW.SUZUKIMOTORCYCLE.CO.IN													
Hayate	48.2	48.3	50.7	50.9	47.8	113	8	9	4/M	8.3	-	-	69
SlingShot Plus SEU	53.6	53.9	56.9	54.4	53.3	124	9	10	5/M	7.7	-	-	59
SlingShot Plus SCD	54.9	55.5	58.9	56.2	54.9	124	9	10	5/M	7.7	-	-	59
TVS WWW.TVSMOTOR.COM													
Phoenix 125	54.6	57.7	54.2	55.5	50.2	125	11	11	4/M	-	-	-	-
YAMAHA WWW.YAMAHA-MOTOR-INDIA.COM													
YBR 125	50.9	54.6	51.8	53.0	51.8	123	11	10	4/M	6.4	-	-	57
SS 125	56.6	59.2	58.1	55.9	57.1	123	11	10	5/M	6.6	-	-	68
Saluto	52.0	57.7	54.6	54.6	52.0	125	8	10	4/M	-	-	-	-
MOTORCYCLES (141CC-200CC) (PRICES IN RS THOUSANDS)													
BAJAJ WWW.BAJAJAUTO.COM													
Discover 150S	54.5	51.7	57.8	55.5	56.1	145	15	13	5/M	-	-	-	72
Discover 150F	59.2	58.8	61.0	58.7	59.3	145	15	13	5/M	-	-	-	72
Pulsar 150 DTS-i	70.6	72.4	74.6	71.7	72.3	149	15	13	5/M	5.6	110	49	64
Pulsar AS150	79.0	82.7	81.0	80.0	80.8	150	17	13	5/M	-	-	-	-
Pulsar AS200	91.6	93.5	92.3	92.7	93.6	200	24	18	6/M	-	-	-	-
Pulsar 200NS	91.6	93.5	97.3	92.7	93.6	200	24	18	6/M	-	-	-	-
Pulsar RS200	118	119	121	120	120	200	24	18	6/M	-	-	-	-
Pulsar RS200 ABS	130	130	133	132	133	200	24	18	6/M	-	-	-	-
HERO WWW.HEROMOTOCORP.COM													
Achiever	61.4	58.9	62.9	62.5	62.3	149	13	13	5/M	6.3	-	-	58
Impulse	71.4	69.5	73.4	72.8	72.8	149	13	13	5/M	5.6	-	42	55
Hunk	69.7	67.0	71.4	71.0	71.0	149	14	13	5/M	5.6	-	-	53
Hunk Double Disc	72.8	70.0	74.6	74.2	74.1	149	14	13	5/M	5.6	-	-	53
Xtreme	71.9	66.6	73.1	70.9	70.9	149	14	13	5/M	5.7	112	54	65
Xtreme Double Disc	75.0	69.7	76.2	74.0	74.0	149	14	13	5/M	5.7	112	54	65
Xtreme Sports	72.6	69.7	73.9	71.7	71.6	149	14	13	5/M	5.7	112	54	65
Xtreme Sports Double Disc	75.7	72.8	76.9	74.8	74.8	149	16	14	5/M	5.7	112	54	65
HONDA WWW.HONDA2WHEELERSINDIA.COM													
CB Trigger	68.9	73.4	72.1	71.8	72.0	149	14	13	5/M	6.0	-	-	60
CB Trigger DLX	71.7	76.5	75.2	74.8	75.1	149	14	13	5/M	6.0	-	-	60
CB Trigger CBS	78.2	83.4	82.0	81.5	81.8	149	14	13	5/M	6.0	-	-	60
CB Unicorn160	72.4	77.3	76.0	75.6	75.8	163	15	15	5/M	-	-	-	-
CB Unicorn 160 CBS	77.7	82.8	81.4	80.9	81.2	163	15	15	5/M	-	-	-	-
CB 150R	122	130	127	126	127	149	18	13	6/M	5.0	-	-	38
CB 150R CBS	123	131	128	127	128	149	18	13	6/M	5.0	-	-	38
SUZUKI WWW.SUZUKIMOTORCYCLE.CO.IN													
GS 150 R	79.2	84.1	84.0	86.8	84.1	150	14	13	5/M	5.9	108	56	62
Gixxer	83.4	88.0	87.0	90.8	85.9	155	15	14	5/M	-	-	-	64
Gixxer SF	96.5	92.6	96.5	101	95.3	155	15	14	5/M	-	-	-	64
Gixxer SF Mo-toGP Edition	98.2	94.2	98.2	102	97	155	15	14	5/M	-	-	-	64
TVS WWW.TVSMOTOR.COM													
Apache RTR 160	72.3	72.3	72.3	72.3	72.3	160	15	13	5/M	5.3	113	50	54
Apache RTR 180	76.4	76.4	76.4	76.4	76.4	177	17	16	5/M	4.6	119	46	50
Apache RTR 180 ABS	87.1	87.1	87.1	87.1	87.1	177	17	16	5/M	4.6	119	46	50

MODELS	PRICES					PERFORMANCE							
	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-60KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)
YAMAHA WWW.YAMAHA-MOTOR-INDIA.COM													
SZ S	60.3	63.4	62.0	61.4	61.4	153	12	13	5/M	5.9	-	-	50
SZ RR	63.3	69.7	64.8	64.4	64.4	153	12	13	5/M	5.9	-	-	50
SZ RR Ver 2.0	66.1	66.5	67.9	67.2	67.2	153	12	13	5/M	5.9	-	-	50
FZ	73.9	77.6	62.0	75.2	75.2	153	14	14	5/M	5.5	111	50	50
FZ Ver 2.0 (FI)	79.6	80.5	81.7	77.7	81.0	149	13	13	5/M	5.5	111	50	50
FZS	76.9	79.5	73.2	77.2	77.2	153	14	14	5/M	5.5	111	50	50
FZS Ver 2.0 (FI)	89.7	85.8	83.9	80.3	83.1	149	13	13	5/M	5.5	111	50	50
Fazer	80.9	85.0	78.2	79.6	82.4	153	14	14	5/M	5.8	112	50	50
Fazer Ver 2.0 (FI)	86.8	91.1	89.2	88.3	88.3	149	13	13	5/M	5.8	112	50	50
YZF R15 Ver 2.0	114	120	117	116	116	150	17	15	5/M	4.9	-	-	42
MOTORCYCLES (201CC-350CC) (PRICES IN RS THOUSANDS)													
BAJAJ WWW.BAJAJAUTO.COM													
Avenger 220 DTS-i	81.6	83.2	87.1	82.6	83.4	220	19	18	5/M	-	-	-	51
Pulsar 220	86.7	88.5	92.3	87.8	88.6	220	21	19	5/M	3.9	134	38	57
BENELLI WWW.DSKBENELLI.COM													
TNT 300	283	291	300	-	288	300	28	27	6/M	-	-	-	-
HERO WWW.HEROMOTOCORP.COM													
Karizma	83.9	82.3	83.4	85.0	85.0	223	19	19	5/M	4.8	122	36	45
Karizma ZMR	106	104	108	107	107	223	20	20	5/M	4.5	130	40	45
HONDA WWW.HONDA2WHEELERSINDIA.COM													
CB250RD STD	159	168	115	163	164	250	26	23	6/M	4.0	-	-	29
CB250RD STD Tricolor	160	169	166	164	165	250	26	23	6/M	4.0	-	-	29
CB250RAD ABS	188	198	195	193	193	250	26	23	6/M	4.0	-	-	29
CB250RAD ABS Tricolor	189	199	196	194	194	250	26	23	6/M	4.0	-	-	29
CB250RAD ABS Repsol	190	201	197	196	196	250	26	23	6/M	4.0	-	-	29
HYOSUNG WWW.DSKHYOSUNG.COM													
Aquila GV250	269	292	-	294	-	249	27	22	5/M	-	-	-	-
GT250R	275	317	283	310	282	249	28	22	5/M	4.0	-	-	30
KAWASAKI WWW.KAWASAKI-INDIA.COM													
ZZ250	311	308	-	316	316	249	32	21	6/M	-	-	-	-
Ninja 300	365	361	360	371	371	296	39	27	6/M	2.6	-	-	26
KTM WWW.KTM.COM/IN													
Duke 200	138	136	136	140	141	200	25	19	6/M	4.0	-	-	35
RC200	167	164	-	171	170	200	25	19	6/M	-	-	-	-
ROYAL ENFIELD WWW.ROYALENFIELD.COM													
Bullet 350 Twin-spark	105	105	108	107	107	346	19	28	5/M	-	-	-	52
Bullet Electra Twinspark	118	118	121	120	120	346	19	28	5/M	-	-	-	52
Classic 350	125	125	129	128	128	346	19	28	5/M	-	-	-	52
Thunderbird 350	137	137	140	139	139	346	19	28	5/M	-	-	-	52

MODELS	PRICES					PERFORMANCE							
	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)	FUEL EFFICIENCY (TESTED KMP/L)
MOTORCYCLES (351CC-650CC) (PRICES IN RS LAKH)													
BENELLI WWW.DSKBENELLI.COM													
TNT 600i	5.15	5.29	5.29	-	5.24	600	84	55	6/M	-	-	-	-
TNT 600GT	5.62	5.78	5.78	-	5.72	600	84	55	6/M	-	-	-	-
HYOSUNG WWW.DSKHYOSUNG.COM													
Aquila Pro650	4.99	5.63	5.12	5.39	5.11	647	74	62	5/M	-	-	-	-
GT650N	3.87	4.12	3.97	4.04	4.06	647	73	61	6/M	-	-	-	-
GT650R	4.79	5.31	4.98	4.92	4.91	647	73	61	6/M	-	-	-	-
KAWASAKI WWW.KAWASAKI-INDIA.COM													
Ninja 650	5.37	5.32	-	4.90	5.46	649	71	64	6/M	-	-	-	-
ER6n	4.96	4.92	-	4.92	5.04	649	71	64	6/M	-	-	-	-
KTM WWW.KTM.COM/IN													
390 Duke	1.90	1.88	1.87	1.92	1.93	373	44	35	6/M	-	-	-	-
RC390	2.13	2.10	-	2.16	2.17	373	43	35	6/M	-	-	-	-
ROYAL ENFIELD WWW.ROYALENFIELD.COM													
Bullet 500	1.50	1.50	1.54	1.53	1.53	499	26	41	5/M	-	-	-	-
Classic 500	1.60	1.60	1.64	1.63	1.63	499	27	41	5/M	-	-	-	-
Classic Desert Storm	1.63	1.63	1.89	1.66	1.66	499	27	41	5/M	-	-	-	-
Classic Chrome	1.70	1.70	1.75	1.73	1.73	499	27	41	5/M	-	-	-	-
Thunderbird 500	1.73	1.73	1.78	1.77	1.76	499	27	41	5/M	-	-	-	-
Continental GT	1.92	1.92	1.95	1.95	1.95	535	29	44	5/M	-	-	-	-
MOTORCYCLES (ABOVE 650CC) (PRICES IN RS LAKH)													
APRILIA WWW.APRIILAIINDIA.COM													
Mana	14.8	15.5	-	-	-	839	76	73	7/M	7.2	-	-	-
SRV	15.1	15.7	-	-	-	839	75	76	A	8.0	-	-	-
Dorsoduro	17.1	17.9	-	-	-	1197	130	115	6/M	5.6	-	-	-
Caponord 1200 ABS	18.1	18.9	-	-	-	1197	128	116	6/M	5.4	-	-	-
Caponord 1200 ABS Travel	20.3	21.2	-	-	-	1197	128	116	6/M	5.4	-	-	-
Tuono	19.7	20.6	-	-	-	999	165	111	6/M	4.6	-	-	-
RSV4 R APRC ABS	21.0	21.9	-	-	-	999	180	115	6/M	4.3	-	-	-
RSV4 Factory APRC ABS	25.7	26.8	-	-	-	999	180	115	6/M	4.3	-	-	-
BENELLI WWW.DSKBENELLI.COM													
TNT 899	9.48	9.75	9.74	-	9.65	898	119	86	6/M	-	-	-	-
TNT1130	11.8	12.1	12.1	-	12.0	1131	156	120	6/M	-	-	-	-
BMW WWW.MOTORRAD-NAVITMOTORS.IN													
F650	-	12.0	-	-	-	798	70	75	6/M	4.0	-	-	-
R1200R	14.0	21.5	-	16.0	-	1170	108	119	6/M	3.4	-	-	-
R1200 GS	25.6	25.6	-	-	-	1170	108	119	6/M	-	-	-	-
R1200 GS Adventure	-	26.4	-	-	-	1170	108	119	6/M	-	-	-	-

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MODELS	PRICES					PERFORMANCE						
	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)
R1200 RT	20.0	28.2	-	22.1	-	1170	108	119	6/M	-	-	-
S1000 R	22.8	22.9	-	-	-	999	158	112	6/M	-	-	-
S1000 RR	22.8	27.6	-	20.3	-	999	193	112	6/M	3.0	-	-
R nineT	23.5	23.5	-	-	-	1170	110	119	6/M	-	-	-
K1300 R	21.0	21.0	-	18.5	-	1293	170	140	6/M	2.8	-	-
K1300 S	18.8	26.8	-	21.1	-	1293	170	140	6/M	-	-	-
K1600 GT	23.2	33.2	-	26.0	-	1649	158	175	6/M	2.9	-	-
K1600 GTL	25.5	25.5	-	28.5	-	1649	158	175	6/M	-	-	-
HP2 Sport	26.0	26.0	-	28.8	-	1170	133	115	6/M	3.0	-	-
DUCATI WWW.DUCATI.CO.IN												
S2R	7.45	7.45	7.45	7.45	7.45	796	84	78	6/M	-	-	-
Monster 795	6.45	6.45	6.45	6.45	6.45	796	84	78	6/M	-	-	-
Monster 821	9.45	9.45	9.45	9.45	9.45	821	112	89	6/M	-	-	-
Monster 821 Dark	8.95	8.95	8.95	8.95	8.95	821	112	89	6/M	-	-	-
Monster 1200	19.8	19.8	19.8	19.8	19.8	1200	133	118	6/M	-	-	-
1200 S	24.2	24.2	24.2	24.2	24.2	1200	145	125	6/M	-	-	-
1200 S Stripe	25.6	25.6	25.6	25.6	25.6	1200	145	125	6/M	-	-	-
Hypermotard	9.95	9.95	9.95	9.95	9.95	821	110	89	6/M	-	-	-
Hyperstrada	11.0	11.0	11.0	11.0	11.0	821	110	89	6/M	-	-	-
Multistrada 1200	21.9	21.9	21.9	21.9	21.9	1200	145	125	6/M	-	-	-
899 Panigale	13.0	13.0	13.0	13.0	13.0	898	148	99	6/M	-	-	-
1299 Panigale	32.3	32.3	32.3	32.3	32.3	1285	205	145	6/M	-	-	-
1299 Panigale S	39.9	39.9	39.9	39.9	39.9	1285	205	145	6/M	-	-	-
Panigale R	46.0	46.0	46.0	46.0	46.0	1198	205	136	6/M	-	-	-
Diavel	13.8	13.8	13.8	13.8	13.8	1198	162	131	6/M	-	-	-
Diavel Carbon	16.9	16.9	16.9	16.9	16.9	1198	162	131	6/M	-	-	-
Diavel Titanium	37.0	37.0	37.0	37.0	37.0	1198	162	131	6/M	-	-	-
HARLEY DAVIDSON WWW.HARLEY-DAVIDSON.COM												
Street 750	4.52	-	-	-	-	749	47	60	6/M	-	-	-
Superlow	5.71	5.95	5.86	5.81	5.81	883	50	69	5/M	-	-	-
Iron 883	7.37	-	-	-	-	883	50	69	5/M	-	-	-
Forty-Eight	9.12	-	-	-	-	1202	60	95	5/M	-	-	-
Street Bob	10.7	-	-	-	-	1585	65	124	6/M	-	-	-
Fat Bob	13.1	-	-	-	-	1585	65	126	6/M	2.8	-	-
Fat Boy	15.2	-	-	-	-	1690	65	132	6/M	3.4	-	-
Fat Boy Special	15.6	16.2	16.0	15.9	15.9	1690	65	132	6/M	3.4	-	-
Heritage Softtail Classic	16.6	-	-	-	-	1690	65	132	6/M	3.4	-	-
Breakout	16.4	-	-	-	-	1690	-	-	6/M	-	-	-
Night Rod	21.9	-	-	-	-	1247	115	111	5/M	-	-	-
Street Glide	-	25.2	-	24.8	24.8	1690	65	134	6/M	-	-	-
Street Glide Special	29.8	-	-	-	-	1690	65	134	6/M	-	-	-
CVO Limited	49.6	-	-	-	-	1801	-	-	6/M	-	-	-
HONDA WWW.HONDA2WHEELERSINDIA.COM												
CBR1000RR Fireblade	15.5	17.1	15.9	16.1	15.8	999	176	112	6/M	2.5	-	-
VT 1300CX	14.0	15.1	13.4	13.5	13.3	1312	57	107	5/M	5.3	-	-
VFR	17.6	18.9	18.1	18.3	18.0	1237	125	129	6/M	-	-	-
Goldwing GL1800	28.5	30.5	-	-	-	1832	118	167	5/M	-	-	-
Goldwing GL1800 Airbag	31.5	33.7	-	-	-	1832	118	167	5/M	-	-	-
HYOSUNG WWW.DSKHYOSUNG.COM												
ST7	5.79	6.26	5.96	6.14	5.95	678	58	57	5/M	3.1	-	-

MODELS	PRICES					PERFORMANCE						
	DELHI	MUMBAI	KOLKATA	BANGALORE	CHENNAI	ENGINE DISPLACEMENT (CC)	MAX POWER (BHP)	MAX TORQUE (NM)	NO. OF GEARS/ GEARBOX TYPE	0-100KMPH (SEC)	TOP SPEED (KMPH)	FUEL EFFICIENCY (ARAI CLAIMED KMP/L)
INDIAN WWW.INDIANMOTORCYCLE.COM												
Scout	12.0	12.0	-	-	-	1133	100	98	6/M	-	-	-
Chief Dark Horse	22.0	22.0	-	-	-	1811	-	139	6/M	-	-	-
Chief Classic	25.6	25.6	-	-	-	1811	-	139	6/M	-	-	-
Chief Vintage	28.5	28.5	-	-	-	1811	-	139	6/M	-	-	-
Chieftain	32.0	32.0	-	-	-	1811	-	139	6/M	-	-	-
Roadmaster	35.0	35.0	-	-	-	1811	-	139	6/M	-	-	-
KAWASAKI WWW.KAWASAKI-INDIA.COM+A200												
Z800	-	8.1	-	8.1	7.6	806	111	83	6/M	-	-	-
Z1000	12.5	12.9	-	12.9	12.7	1043	139	111	6/M	-	-	-
Ninja 1000	12.5	12.9	-	12.9	12.7	1043	140	111	6/M	-	-	-
Ninja ZX-10R	-	16.4	-	15.8	15.9	998	197	112	6/M	2.8	-	-
Ninja ZX-14R	-	17.7	-	17.0	17.7	1441	209	163	6/M	-	-	-
Ninja H2	29.0	29.1	-	29.0	-	998	197	134	6/M	-	-	-
Versys 1000	-	13.3	-	13.0	13.1	1043	116	102	6/M	-	-	-
MOTO GUZZI WWW.MOTOGUZZI.COM												
Bellagio	17.0	17.6	-	-	-	934	72	75	6/M	-	-	-
Griso	18.0	18.8	-	-	-	1151	108	108	6/M	5.2	-	-
Sports 8V	18.5	19.3	-	-	-	1151	108	108	6/M	5.2	-	-
Sports 8V Corsa	18.6	19.5	-	-	-	1151	108	108	6/M	5.2	-	-
California 1400	22.0	23.0	-	-	-	1380	95	120	6/M	3.7	-	-
California 1400 Touring	23.8	24.8	-	-	-	1380	95	120	6/M	-	-	-
SUZUKI WWW.SUZUKIMOTORCYCLE.CO.IN												
Intruder M800	10.1	10.1	-	10.2	10.3	805	50	65	5/M	2.9	-	-
Intuder M1800R	16.0	16.0	-	16.2	16.3	1783	127	160	5/M	2.1	-	-
Bandit	10.8	10.8	-	10.9	11.0	1255	98	110	6/M	2.2	-	-
GSX-S1000	12.3	12.3	-	-	-	999	-	-	6/M	-	-	-
GSX-S1000F	12.7	12.7	-	-	-	999	-	-	6/M	-	-	-
V-Strom	15.0	15.0	-	15.2	15.3	1037	-	-	6/M	-	-	-
GSX-R1000	16.0	16.0	-	16.2	16.3	999	160	110	6/M	2.1	-	-
Hayabusa	16.0	16.0	-	16.2	16.3	1340	197	155	6/M	2.8	-	-
TRIUMPH WWW.TRIUMPHMOTORCYCLES.IN												
Bonneville	5.70	6.30	6.47	5.91	6.47	865	67	68	5/M	-	-	-
Bonneville T100	6.60	7.33	7.54	6.82	7.54	865	67	68	5/M	-	-	-
Thrupton	6.70	7.54	7.76	6.93	7.76	865	68	69	5/M	-	-	-
Street Triple ABS	7.50	8.31	8.55	7.74	8.55	675	105	68	6/M	-	-	-
Speed Triple ABS	10.4	11.6	12.0	10.7	12.0	1050	133	111	6/M	-	-	-
Tiger 800 XR	10.5	10.5	-	-	-	800	94	79	6/M	-	-	-
Tiger 800 XC	12.0	12.0	-	12.3	-	800	94	79	6/M	-	-	-
Tiger 800 XRx	11.6	12.2	12.0	-	12.0	800	94	79	6/M	-	-	-
Tiger 800 Cx	12.7	13.3	13.0	-	13.0	800	94	79	6/M	-	-	-
Tiger Explorer	17.9	19.6	20.3	18.3	20.3	1215	135	121	6/M	-	-	-
Daytona 675 ABS	10.2	11.2	10.7	-	11.6	675	126	74	6/M	-	-	-
Daytona 675 R	11.4	12.7	12.2	11.7	13.1	675	126	77	6/M	-	-	-
Thunderbird Storm	13.0	14.6	15.1	13.3	15.1	1699	97	156	6/M	-	-	-
Thunderbird LT	15.8	17.0	17.5	-	17.5	1699	93	151	6/M	-	-	-
Rocket III Roadster	20.0	22.3	23.0	20.5	23.0	2294	146	221	5/M	-	-	-
YAMAHA WWW.YAMAHA-MOTOR-INDIA.COM												
FZ1	10.7	10.7	-	12.1	-	998	148	106	6/M	3.0	-	-
YZF-R1	22.3	22.3	-	-	-	998	197	112	6/M	-	-	-
YZF-R1 M	29.4	29.4	-	-	-	998	197	112	6/M	-	-	-
Vmax	25.7	25.7	-	29.6	-	1679	197	167	5/M	4.0	-	-

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**300cc ENGINE - 27 PS@8,000 rpm
& 30 Nm@5,500 rpm**



**PIRELLI DIABLO
ROSSO II TYRES**



**TWIN POD HEADLAMPS WITH
8mm LED GUIDE LIGHTS**



**320mm FRONT DISC BRAKE
AND 240mm REAR DISC BRAKE**

INTERFACE 10508964



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Performance is more than what meets the eye in the Volvo V40 R-Design. Its sporty and road-hugging design with a range of features, make it a premium hatchback with a decidedly athletic look. Before you start driving it, the three-mode Adaptive Digital Display lets you tailor the drive precisely to your liking. And once you're on the road with it, the dynamic chassis takes cornering to another level. Indeed, it's a powerful experience, designed around you.

LUXURY HATCHBACK OF THE YEAR
- FLY WHEEL AUTO AWARDS 2016
ENTRY PREMIUM CAR OF THE YEAR
- NDTV CAR AND BIKE AWARDS 2016



V40 R-DESIGN



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PEDESTRIAN AIRBAG - A WORLD FIRST



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PARK ASSIST PILOT



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Ahmedabad - Autobots, 09377556600 | **Bengaluru** - Martial Motors, 09972979639, 080-45451414 | **Chandigarh** - Krishna Auto Sales, 07528909991, 07528919991 | **Chennai** - Artemis Cars, 08015000000, 044-43512800 | **Coimbatore** - Artemis Cars, 08015000000, 0422-4640000 | **Delhi (South)** - Auto Kashyap, 09871177321, 09871177159 | **Delhi (West)** - Viking Motors, 09313436481, 011-45566383 | **Gurgaon** - Swede Auto, 09311094068, 08527394183 | **Hyderabad** - Talwar Cars, 08099330070, 040-23609999 | **Kolkata** - OSL Scandinavian, 08420012069 | **Kochi** - MGF Auto, 09747409991, 09961133333 | **Mumbai** - KIFS Motors, 022-42422727, 09820222227 | **Pune** - Viiraaj Volvo, 07219820152, 09881094744, 08378963970, 020-30276161 | **Surat** - Autobots, 09377556655 | **Vizag** - SRK Cars, 08099066888.

*Features and specifications will vary with different models. Some features and accessories shown may be optional and not standard. Colours may not match due to printing limitations.